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WEEK DAYS.		
7.00 a.m.	7.10 a.m.	
7.30 "	7.40 "	Stop
8.00 "	8.10 "	every 15 minutes } Stop
	" " " 10 "	ping
	8.30 "	Non Stop
	8.47 "	Stopping
	8.47 "	Non Stop
	8.54 "	Stopping
	9.04 "	Non Stop
	9.11 "	Stopping
	9.20 "	Non Stop
9.30 a.m.	11.00 "	Stopping
(1.30 "	12.30 p.m.	every 10 minutes } Stop
	" " " 15 "	ping
	12.40 "	Non Stop
	12.47 "	Stopping
	12.57 "	Non Stop
	1.04 "	Stopping
	1.13 "	Non Stop
	1.20 "	Stopping
1.30 p.m.	1.40 "	every 10 minutes } Stop
4.00 "	4.30 "	15 " } ping
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	5.47 "	Stopping
	5.57 "	Non Stop
	7.04 "	Stopping
	7.13 "	Non Stop
	7.20 "	Stopping
	7.30 "	Non Stop
	7.37 "	Stopping
	7.47 "	Non Stop
	7.54 "	Stopping
	8.03 "	Non Stop
	8.10 "	Stopping



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SCOTTISH LETTER.

THE SUSPENDED M.P.'S.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, July 25th.

The attempt to make political capital out of the suspension of the four Labour M.P.'s has fallen flat, and is now recognised, even by the extremists, to have been a mistake. It is widely known in the Lanarkshire districts where Labour is rampant that it had been arranged to organise a great scheme and put the House of Commons at defiance. But at first not all of the Labourists had a hint of the plot, only those belonging to the more rabid Socialist spirit. Further, no regular plan was developed, that would have given the thing away. The "scene" was to arise at the moment itself, and be so manoeuvred that the Moderates must take part. The outbreak, however, broke out at the wrong moment, and the men taking part in it were not those whom their fellows are anxious to follow. Indeed, Labour members who have been in the North of late do not hesitate to say that the whole thing was a mistake. Such tactics have too often been successful in Glasgow Town Council, but as one Red leader told me, "they found themselves before too stiff a proposition in the House of Commons." In the Glasgow Council these scenes are regularly "put up" for the sake of the "gallery," and both sides are perfectly aware of the fact. Of course a great many public meetings have been held in the West of Scotland by the "martyrs" and their supporters, but, as the Red leader I already quoted confessed, "I have never seen a poorer lot of demonstrators." Whether the four suspended Socialist members of Parliament apologise or not is a matter between them and their constituents. They will not return until the House consents as guardian of its own dignity and controller of its own discipline and procedure. The four members are unfitted by temperament and understanding of public affairs to sit in any kind of public assembly. They can sit in the House only by observing its rules and standard of decency.

EDINBURGH CASTLE GARRISON.

A satisfactory compromise has been come to in regard to Edinburgh Castle. A short time ago the garrison was reduced to something like a corporal's guard, and loud and widespread protests were raised against what was described as an insult to national sentiment. It has now been officially announced that a detachment will be stationed in the Castle, which will also provide a guard for Holyrood Palace. Once a week the detachment will be relieved, and once a month the whole battalion at Redford Barracks will march to the Esplanade for the ceremony of mounting the guard. It is a sensible and satisfactory arrangement, showing consideration for Scottish sentiment without impairing military efficiency.

CLYDES OF THE HIGHLANDS.

There is to be a great gathering of the clans of North and South Carolina this autumn to greet Lochiel and Lady Heron Cameron, who are going out at the invitation of the Scottish Society of America. Probably they will meet the descendants of some of those who fought behind his ancestor the great Lochiel of the late seventeenth century, a gracious master, a trusty ally, a terrible enemy. He it was who, in spite of the difference in stature, was said at the time to bear a great resemblance to the most magnificent of monarchs, Louis XIV. Macaulay called him the Clydes of the Highlands.

GENEROUS ST. ANDREW'S SOCIETY.

The Editor of the *Scotsman*, Edinburgh, publishes the following letter:—

Federated Malay States, Chartered Bank of India, Australia and China, Kuala Lumpur, 18th June, 1933.

Dear Sir,—At the general meeting of this Society recently held it was decided to send the equivalent of 500 dollars, to you to be distributed as you may think best, to the most deserving and necessitous Scottish Hospitals and Institutions. I have pleasure in enclosing herewith cheque, n. £58 6s. 3d. and shall be glad if you will kindly do the needful.—Yours faithfully,

(Signed) D. S. WILSON,
Hon. Treasurer,
Selangor St. Andrew Society.

A cheque for the sum mentioned in this letter has been received by us, adds the editor of the *Scotsman*. It will be used as desired by the members of the Selangor St. Andrew Society, who will be informed of the distribution of the money. It is a pleasing duty to act for these Scots abroad, whose kindly and generous spirit finds in their donation apt and practical expression. The Selangor St. Andrew Society may be assured of the appreciation with which their donation will be regarded by its recipients.

"What's like us?"

When McDermott won the American Golf Championship 10 years ago he ventured the prophecy that this marked the end of the dominion of the alien golfer in American history. Up to that stage the results of their championships had been one long succession of victories for Scottish golfers.

The performance in the interval by "Jock" Hutcheson, of St. Andrews, John Black, of Troon, and Robert Cruickshank, of Edinburgh, supply the answer, at any rate, that if the alien golfer is no longer master of the situation the Scottish golfer still stands on the doorstep, ringing the bell.

These wonderful achievements of Scottish golfers, of which Bob Cruickshank's tie-score for the American Open is but an example, are many and memorable. To go back to 1904, when Walter Travis won the British Cup at Sandwich, to the consternation which an American victory created in this country, there was waiting for him, when he returned home, a painful reminder of the latent power of the Scottish golfer.

(Continued at foot of next Column.)

IRISH FREE STATE ELECTIONS.

TAKE PLACE TO-DAY.

The Irish Free State elections are fixed for to-day, August 27th. This will be the first time when Ireland will vote with a universal adult suffrage and proportional representation.

A London telegram of the 9th inst. said:

The greatest uncertainty exists as to the result as the electorate is more than doubled and it is difficult to forecast the predilections of the new voters. It is believed, however, that the Government will inevitably lose ground and will be compelled to secure its majority by alliance with another party, perhaps the Farmers' Union or Coalition Independents.

The four parties in the field will be:—
The Government Party,
The Independent Party,
The Labour Party and
The Farmers' Party.

The complete party selections made are less than a third of the number of constituencies, but in 160 candidates have been nominated. Some 500 are likely to contest 153 seats. Next the Dail Labour Party has nominated fifty formidable opponents, though there is a distinct feud between the official and the Dail Party led by Johnson and Larkin's adherents, who lack funds but have nominated three candidates. Their programme emphasises the class struggle.

Republican farmers have nominated six candidates, adopted the economy slogan and are hostile to Labour. The Independents have nominated 33 candidates. The variety of interests includes many business and professional men who will be a valuable asset to the Dail. The Dail is likely to pool well, obtaining second and third preference votes.

The Government supporters think that President Cosgrave has drawn the fangs of the Republicans, 11,000 being interned. They attribute the financial difficulties to incardinalism. The Republicans' voters are unlikely to rally.

The party organisation of the Sinn Fein continues to publish considerable anti-Treaty propaganda.

ALBERT CHEVALIER'S FUNERAL.

Albert Chevalier's funeral took place at Abney Park Cemetery on July 15th. An hour before the procession arrived from Woodberry Down large crowds had assembled, and the tiny chapel, where a short service was held, was crowded. A moving tribute was paid to the dead actor by the Rev. A. O. Palmer, who conducted the service. "Albert Chevalier moved the hearts of millions," he said, "and his high ideals raised and dignified his work on the stage." Many of those present were in tears as the plain oak coffin was carried from the chapel to the grave to the strains of the Dead March in Saul. Upon the coffin rested a wreath of white roses from Mrs. Chevalier, bearing a card on which was written a quotation from "My Old Dutch":—

"When we're to part as part we must,
I pray that God may take me first
To wait my pal."

This came in the person of Mr. Ormonde, an ex-Haddington golfer. Little known in the States, he was drawn against the British Champion for the blue ribbon of the United States, and the result was the dismissal of Mr. Travis. In the subsequent years there followed a long list of Scottish victories in the American Open Championship. Alec Smith, Willie Smith, Willie Anderson, Alec Ross, and Fred McLeod gave Scotland at that time complete dominance of American honours. This was the pinnacle of greatness touched by Scotland's representatives. There has since been some eclipse naturally in view of the great growth of the game in the States and the arrival of capable young Americans, and for some years the "native-borns" held all the honours.

The coming of "Jock" Hutcheson turned the scale again in favour of Scotland. "Jock" did not win the American "Open," but he won the professional championship, and was sufficiently near their "Open" honours as to lead the field for three rounds. Last year Black, of Troon, gave the Americans another reminder of the latent vigour of Scottish golf. He led the field for three rounds, and only yielded the honour by a single stroke, though unluckily taking a 6 at the sixteenth hole.

Nor is it to be forgotten that in January of this year McDonald Smith, who first broke the record at Troon, tied with Joe Kirkwood for the Californian Championship, beating Sarazen and Hagen by four or five shots. About the same time, too, "Wee Crookie," of Edinburgh, ran away from a field of American golfers, and now he has tied for the American Open Championship.

In point of numbers the Scottish golfer has a tremendous array of talent scattered all over America. Some one recently took the trouble to census the Carquestie professionals, in berths at American courses, and found there were 117 of them.

MISCELLANEA.

A Sassenach friend of mine, staying at a Highland hotel recently, made there the acquaintance of a charming old Welsh gentleman, who wouldn't believe he was English. "You haven't the brutal head of the Saxon!" he said, "you must be a Celt without knowing it!"

An American, has recently acquired "shooting" rights in a Scottish forest at a figure which works out at £30 per stag. The finest buck at that price seems to be more than a little dear!

In a speech to the Edinburgh Burns Club Dr. Hunter, of Dumfries, related that when Mr. Bernard Shaw was visiting "The Queen of the South" some time ago he was asked if he would like to see the house where Burns died. "No," replied Mr. Shaw, "I won't visit it. Any house could kill a poet."

THE HONGKONG HOTEL CO.,

LIMITED

ANNOUNCEMENT.

Owing to the receipt of numerous complaints from patrons as to the incivility of various members of the Staff of the Hotels under the Management of this company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits", we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given:—

2.—in this Ordinance

- (a) "Cash" means any coins or notes current in the Colony;
- (b) "Sales" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.

3.—(1) Subject to the provisions of sub-section (a) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.

(2) Sub-section (1) of this section shall not apply to the following:—

- (a) any sale by the proprietor of an hotel to a person residing at the hotel;
- (b) any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other bona fide meal for which a charge of at least thirty cents can be reasonably made;
- (c) any sale in accordance with the conditions of his licence by the holder of a restaurant adjunct licence.

4.—Where any intoxicating liquor is sold by a servant or employe in contravention of section 3 of this Ordinance the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.

5.—Every person to whom any liquor is sold in knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.

The co-operation of our Patrons, with a view to assisting us to carry out the provision of the Liquors Ordinance, is respectfully requested.

For and on behalf of

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WALTER J. HAWKEL

Secretary.

Hongkong, 15th August, 1933.

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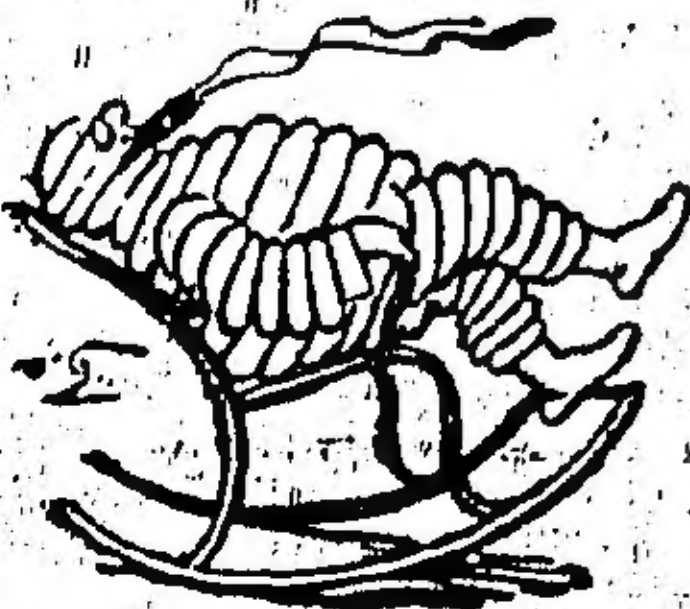
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HONGKONG QUESTIONS.

The July number of the *Anti-Slavery Reporter and Aborigines' Friend* reprints from *Hanard* some questions put to the Under Secretary of State for the Colonies relating to matters in Hongkong and the answers given to them. In one or two cases, summaries of the questions and answers have been already published by us, but many readers probably will be interested to read the full texts of these questions and answers which we append:

17th April.

Lord H. Cavendish-Bentinck asked the Under Secretary of State for the Colonies what are the steps taken by the Secretary for Chinese Affairs to satisfy himself that no girl under the age of nineteen years is allowed to enter the brothels of Hongkong; what is the nature of the evidence of age produced to this official; and what evidence does the girl herself take to the brothel-keeper to show that the Secretary for Chinese Affairs has given the girl permission to enter a brothel?

Mr. Ormsby-Gore: According to the Governor's report, where doubt exists as to a girl's age, the Committee of the Po Leung Kuk is consulted and if doubt still remains permission is refused. The statement of the girl herself is not accepted as evidence of age. Brothels are visited to check the ages of the inmates and cases of unregistered girls or girls apparently under nineteen years of age are reported. As regards the last part of the question, I have no information, but I will ask the Governor for a report.

17th May.

Mr. C. Wilson asked the Under Secretary of State for the Colonies whether, in view of the fact that up to a few months ago young girls in Hongkong could in return for a money payment be transferred from person to person, and that many of such girls must have found their way into the local brothels, in spite of the official questionings to which they would be subjected, he will consider the advisability of setting up an independent inquiry in the Colony with a view to discovering these girls and effecting their release?

Mr. Ormsby-Gore: While it was until recently the fact that a *mui tai* could be transferred from one household to another in return for a money payment, the law of Hongkong made clear provision against any traffic in girls for purposes of prostitution. Further, the Secretary for Chinese Affairs takes steps to satisfy himself that no girl under 19 is allowed to enter the brothels, and these are visited to check the ages of inmates. I am not aware of any evidence in support of the inference drawn by the Hon. Member that would afford ground for the inquiry he suggests.

31st June.

Vice-mistress Astor asked the Under Secretary of State for the Colonies whether he has yet received the report upon the sale of a *mui tai* girl in Hongkong for \$800 alleged to have taken place in the Office of the Secretary for Chinese Affairs.

Mr. Ormsby-Gore: The reply is in the negative.

31st June.

Mr. T. Griffiths asked the Under Secretary of State for the Colonies whether he has yet received information upon the number of persons convicted annually in Hongkong for engaging in the traffic in girls?

Mr. Ormsby-Gore: Not yet. I will send the information to the hon. member as soon as it is received.

Mr. Griffiths: Is the hon. and gallant gentleman aware that the ex-Colonial Secretary (Mr. Winston Churchill) promised me that his Department would abolish this pernicious system of trafficking in girls in twelve months; and will he take stringent measures to deal with the offenders?

Mr. Ormsby-Gore: I know it has been engaging the attention of the Government of Hongkong, and reports and statistics have been called for, but it takes many weeks to get a despatch out and back. The expense of telegraphing a request is prohibitive.

Lord H. Cavendish-Bentinck asked the Under Secretary of State for the Colonies whether the reports have yet been received from the Governments of the Federated Malay States and the Straits Settlements upon the existence of a *mui tai* system in these dependencies; and, if not, will he inquire the reason for the delay?

Mr. Ormsby-Gore: Preliminary reports have been received, but the Governor and High Commissioner has not yet forwarded the full report for which I have asked with his recommendations. He is in communication with the Government of Hongkong regarding the steps which are being taken in that Colony, and will no doubt profit by the experience which is being gained by that Government.

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31,159 MILE CRUISE.

LIEUT. MUHLHAUSER DESCRIBES HIS ADVENTURE.

Lieut. G. H. P. Muhlhäuser, R.N.R., who has just completed a trip round the world in his 37-ton auxiliary yawl *Anaryllis*, has moored his snug little craft in the Dart opposite Noss, and will make Dartmouth his headquarters for some time to come.

"We left Auckland in April, 1932," he said in an interview, "with Mr. C. R. Tudgill, my French boy Stiphane, and a Nine Islander named Pinimaka. We went from there to Noumea, in New Caledonia, and then on to the Loyalty Islands, New Hebrides, Banks, Torres, and Solomons, New Guinea, through the Torres Straits to Timor, then to Bali, Java, Bantam, and Singapore. At this port Pinimaka got home-sick, and I had to send him back. In his place I took a Belgian out of an American ship, who lasted one trip to Penang, and then resigned. In his stead I took a Lascar seaman and a Malay cook, and went to Sebang, off Sumatra, and then to Colombo.

"From here we went to Aden, thence to Port Sudan, in the Red Sea, Suez, and Port Said, towing part of the way through the Canal, as the engine was not strong enough to drive against the strong head wind. At Port Said I sent the Lascar seaman home.

"From here we went to Alexandria, where we were right royally entertained. Then I shipped a Jew, but it turned out that he had never been to sea before, and I sent him back from the next port, Malta, and in his place took on a Maltese, who is now on board. From Malta I went to Sardinia, Minorca, Majorca, Gibraltar, then to Vigo, and from Vigo to Dartmouth. The distance made good is 31,159 miles in two years 10 months.

"We have had good health all the time, and no sickness, living principally on tinned food, with what we could get at the calling places, and there was no difficulty with water."

The cabin of the *Anaryllis* is decorated with many burgees presented as souvenirs by yachting clubs in many parts of the world, a prominent one being the flag of the Royal Yacht Club of Egypt (Alexandria), of which the lieutenant was elected a life member.

Lieut. Muhlhäuser is also a member of the Royal Cruising Club, London, which offers cups for the best cruises. Awards have already been obtained for the earlier parts of the voyage of the *Anaryllis*, and the log of the latter part of the journey is to be written for the club journal.

The yawl was built by Arthur Payne, later Summers and Payne, of Southampton, 41 years ago, of oak, teak, and elm, and in the opinion of the owner is probably the most perfect sea boat of her size afloat. The engine is 12-h.p., and is too weak for use at sea, although useful for harbour work.

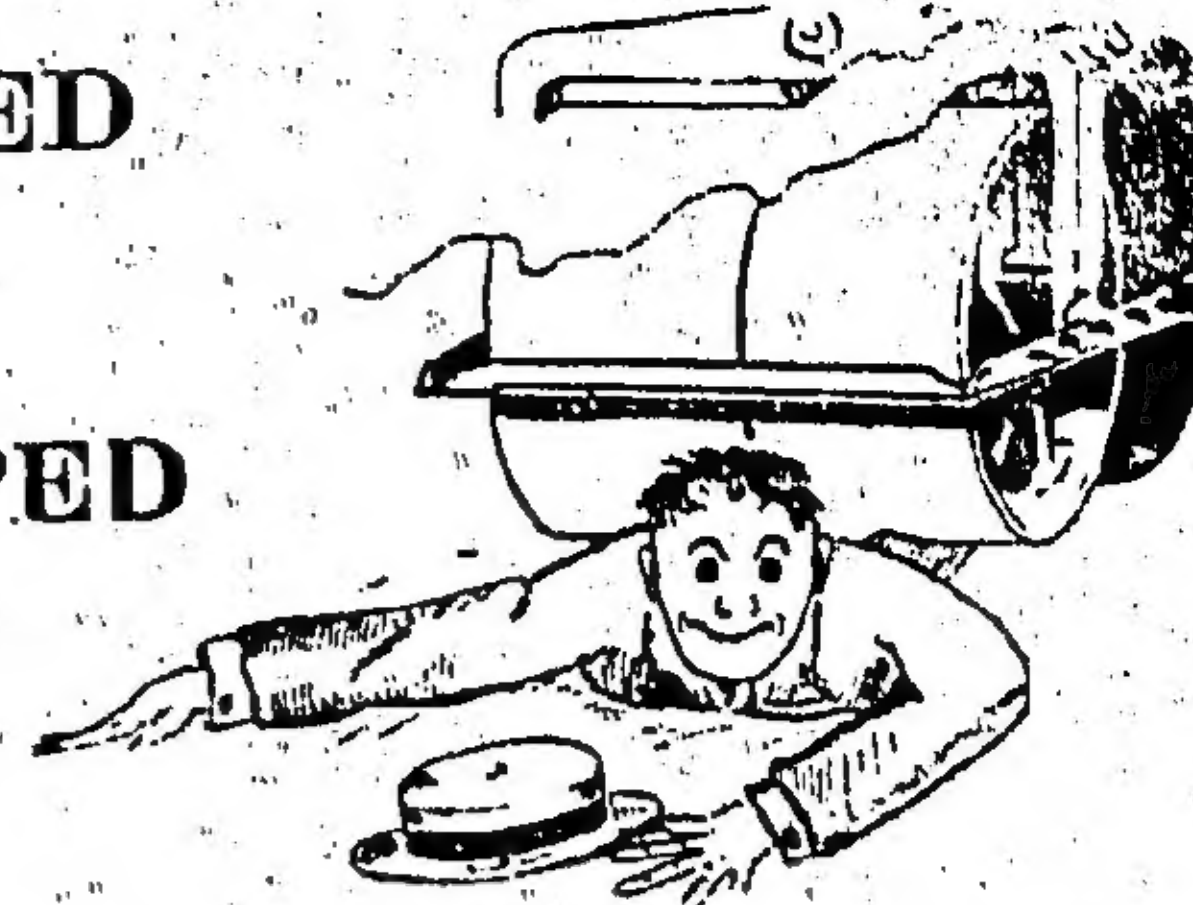
IMPROVED CABLE COMMUNICATION.

Sir John Denison-Pender, G.B.E., speaking at the annual meeting of the Eastern Extension, Australasia and China Telegraph, said:—Last year I mentioned the proposed laying of a cable between Colombo and Penang. That was successfully accomplished in March last and the cable has been working well since that date. In order to improve our communication between Singapore and Java the directors have decided to duplicate the Singapore-Batavia cable.

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SAFEGUARDING THE CHINA TRADE.

HONGKONG AND SINGAPORE.

A Special Correspondent lately returned from the Far East, dealing in an Article in the London Morning Post with the Washington Status Quo Agreement and its strategic effect in the Pacific Area has the following to say regarding the waning strategic value of Hongkong:

Clause 11 of the Article XIX, contains the limitations from the British point of view, of which the application of the status quo to Hongkong stands out at once as the predominating fact of interest. But although Hongkong has in no respect whatever abandoned her position as one of the greatest ports of the Empire, her strategic value has, for some considerable time, been on the wane. The inventions of modern war by land, by sea, and by air have ceased to give her the commanding position which she once held both as sentinel to the immediate coast of China and as vanguard of the northern entrance of the China Sea.

Political events, too, on the mainland leading to the present unstable state of the Chinese Empire, or Republic as it is to-day, have rendered her geographical position one of considerable danger, and to the veriest tyro it must be obvious that to concentrate expensive ships and valuable fortifications in her vicinity would be risking another Port Arthur. Great Britain, therefore, was not giving up in fact as much as would appear on paper in allowing the inclusion of Hongkong in the status quo agreement, since from the Imperial point of view the protection of the coasts of Canada, Australia, and New Zealand, and the safeguarding of the trade routes from the Pacific to the Indian Ocean, are of more importance than costly outlay on a Colony so close to potential enemies.

After all Singapore is but 1,500 odd miles from Hongkong, and is an outpost approachable through friendly seas from Europe as well as from Australia and the Southern Pacific, and he who holds Singapore strongly holds a protecting sword over Hongkong and China coast interests. It is worth noting that Port Moresby in British New Guinea apparently comes outside the status quo agreement, but its geographical position, though valuable, has not the same strategic importance as that of Singapore. The territorial possessions of Australia and New Zealand are clearly exempt from the terms of agreement, and the South Pacific may therefore be considered reasonably safe from the point of view of Imperial defence.

THE TREATY PORTS.

Unlike the United States and Japan, Great Britain has no possessions in the middle of the Pacific and north of the Equator that are affected by the agreement under consideration. The real danger to Great Britain's power in those waters comes not from territorial loss, but trade loss, which would be at once consequent on a war in Far Eastern seas. The Treaty ports of China, while of course, international, are, in some cases, largely spheres of British influence, and for a great number of years have acted as ports of transshipment for British trade and a vast number of British mercantile interests.

These ports are now, north of Hongkong at least, practically situated in a Japanese sea, since a Japanese web of maritime influence absolutely encircles all the trade outlets of Swatow, Amoy, Foochow, Shanghai and the Yangtze River, Chefoo, and Tientsin. Now that all fleets of the potential enemies of Japan are well removed from those waters the initiative therein must inevitably rest with Japan herself, and it must never be forgotten that the political appetites of nations grow in proportion as their power increases.

This question of the China trade and its safeguarding is the greatest problem for Great Britain which arises out of the limitation of armaments in the Pacific. Can anyone, therefore, blame her for adopting the necessary defensive measures which are proposed for Singapore? Japan occupies a strategic position of unique advantage in the north: it is only right that Great Britain should console herself with the most advantageous available position in the south, since all strategy rightly directed should be based on the possibility of avoiding, not precipitating, war.

JAPAN'S DEFENSIVE SCREEN.

The third and last detailed clause in the status quo Agreement refers to the insular territories and possessions of Japan in the Pacific Ocean, but this clause should be read in close conjunction with the explanation of the maintenance of the status quo, which precludes new fortifications or new naval bases, and measures to increase existing ones. Formosa, the Pescadores, the Loochoos, and the other possessions of Japan specified by these restrictions were properly fortified in no small degree before the signature of this agreement, and in this alone Japan obtains an advantage, a perfectly correct one, over the other Powers. Her naval power, based on her main islands needed a better screen of defence than did the naval power of the other nations, whose headquarters were so far removed. Her distances were but hundreds of miles, where the other Powers had to reckon in thousands, and she did not have to make any great sacrifice to include these specified territories, since, if a war were forced on her, she could at any moment in three or four days reinforce these possessions as and where necessary.

Further, from a purely commercial point of view Japan may continue to erect wireless stations as at Yap, concentrate stores of fuel or her commercial trading fleets and send out her citizens to colonize her various mandatory islands or industrial purposes. Thus easily could she, and will she, legitimately convert all these possessions into a peaceful network against interference to her trade by other nations. She has probably read a little

(Continued at foot of next Column.)

ARMS AND AMMUNITION. PROVISIONS OF NEW BILL. POWER TO SEARCH PEDESTRIANS.

The Government Gazette contains the draft of an Ordinance to amend further the Arms and Ammunition Ordinance, 1920, and the Flogging Ordinance, 1923, and to amend the Arms and Ammunition Amendment Ordinance, 1923, which is shortly to be introduced in the Legislative Council.

The "Objects and Reasons" state:—The object of this Bill is to increase the penalties for carrying and possessing arms or ammunition without a licence. The prevalence and seriousness of these crimes seem to afford ample justification for the increased penalties proposed. The proposals of the Bill are to make the maximum term of imprisonment ten years, to give power to impose flogging with the cat or birch, and to provide that all cases of these two offences shall be committed for trial at the Sessions unless the Police request the Magistrate to deal with the case summarily.

The opportunity is taken to declare cartridges clips to be ammunition for the purposes of the Arms Ordinances. This is done, by clause 2.

The words at the end of section 15 (2) of Ordinance No. 2 of 1920 which will be repealed by clause 3 of the Bill provide for every arm which is in excess of or below the quantity specified in the returns made to the Captain Superintendent of Police by any importer of or dealer in arms. This is a very rare offence, and it seems unnecessary to provide this special penalty. The Ordinance is made simpler by omitting this provision.

Clause 4 repeals section 25 of Ordinance No. 2 of 1920, as amended by the Ordinances of 1914 and 1919, and substitutes a new section. This section makes the maximum for all offences under the Ordinance tried on indictment ten years. It provides that no charge under section 4 shall be tried summarily except at the request of the Police. It omits the provision for a court of two Magistrates introduced by the 1919 Ordinance. That provision is not used in practice, and it will not be required in future as all serious cases of carrying and possessing arms without a licence will be tried on indictment.

Clause 5 amends the Flogging Ordinance, 1923, so as to give power to impose flogging, with the cat or birch, for offences under section 1 of Ordinance No. 2 of 1920.

Clause 11 adds two new sections to Ordinance No. 2 of 1920. The proposed new section 31 gives the Police power to stop people in the street and to search them for arms. The power of search between the hours of 9 p.m. and 6 a.m. is somewhat wider than that given in the day time. The proposed new section 32, which is based on section 7 of Ordinance No. 13 of 1918, applies to "arms" a presumption which already exists in the case of opium.

more intelligently the Naval Treaty as a whole and realises that Article X, which gives the right to any Contracting Power engaged in a war which may necessitate the suspension of the Treaty, to the other Powers, several of the articles of the Five-Power Treaty, including Article XIX, itself, and then without transgressing the previous pact she may find herself in possession of most valuable strategic points.

General Golovin cleverly points out on page 28 of his book that the national training of Japanese judo-jitsu teaches first of all to endeavour to use the opponent's strength against himself, and it is not conceivable that Japan's acceptance of the Naval Treaty as a whole and the status quo agreement in particular is but an application of her national athletics. The same author on pages 74 and 75 of his book points out that on 2nd November, 1917, Mr. Lansing, the United States Secretary of State, and Viscount Ishii signed an agreement in which the special interests of Japan in China were recognized, especially in the regions adjacent to Japan.

THE POSITION OF FRANCE.

An interview later between Krupensky, Russian Ambassador in Tokyo, and Baron Motono, of the Japanese Foreign Office, gave the impression that the latter statesman was well aware of the possibility of future misunderstandings in respect to the above agreement, but Motono thinks that by that time Japan will have at her disposal more efficacious means than the United States of enforcing the interpretation given by Japan. This seems to have been an amazingly accurate prophecy since the but Japan to-day has any efficacious means in these waters of enforcing any interpretation whatever of agreements such as above.

The Naval Treaty, of which Article XIX (the status quo agreement) forms part, was, as has been said before, signed by the U.S. of America, the British Empire, Japan, Italy, and France, but Article XIX was a special agreement signed only by the first three Powers. Italy is, of course, not affected in the Pacific, but France is most materially affected, since she not only has great possessions in the South China Sea, including the important naval base of Saigon, but also has territorial claims of considerable importance in the New Hebrides, the Society Islands, and other portions of the Southern Pacific. It does not seem to have been frequently commented upon that France is outside and unconcerned with the status quo agreement, and it may yet happen that our Great War Ally holds in her hand the real balance of power. Every student will have his own interpretation of the agreement above discussed, and the more thinking people that direct their attention to it the more likely are the great issues involved to be clarified for the general good.

COURT SEQUEL TO A HONGKONG WEDDING. AN OVERDUE BILL FOR CHAMPAGNE.

Wines and spirits supplied at the wedding of an Army captain when he was married in Hongkong last year, provided the subject matter of an action in the Summary Court on Friday afternoon, before the Puisne Judge (Mr. Justice Gompertz).

The plaintiffs were Messrs. Donnelly and Whyte of Queen's Buildings, and the defendant was Mr. L. E. S. Hodge, late managing-director of Hastings, Hodge & Co., and now of the Colonial Commercial Company. Plaintiffs claimed the sum of \$233.33 money due for goods sold and delivered.

Mr. Vaux for the plaintiffs stated that the defendant ordered wines and liquors for the wedding of a Captain Campbell in 1920. His own firm, then Hastings, Hodge & Co., could not supply them, so he approached Mr. Whyte, and requested him to take the order, and the latter agreed. Defendant mentioned that he was a friend of Captain Campbell's and would be entirely responsible for the wines and spirits. It was arranged that part should be sent to his address at Knapclere, and part to another address for guests unable to attend the wedding reception, and in due course, some of the drink which had not been used was returned and an allowance was made on it in accordance with the agreement. Long after the event took place enquiries were made as regards payment, and the defendant himself promised to settle up, though he had failed to do so. Later the firm wrote to Dr. Johnson, Principal Civil Medical Officer in Hongkong, who was "best man" at the wedding, and he replied to the effect the money had been paid to the defendant.

Mr. Tinson (for defendant): He replied to say the money was sent to the firm, which is the whole point at issue. It is a question whether the defendant is personally liable or the firm of Hastings, Hodge & Co.

Mr. Vaux said he understood the defence in this case would be that the firm of Hastings, Hodge & Co. was liable for the debt, and they had since gone into liquidation.

Evidence was given by Mr. L. M. Whyte, partner in the plaintiff firm, who stated that when after some time had elapsed and the bill had not been paid, he made enquiries among Captain Campbell's brother officers, the captain having left the Colony, he was told Dr. Johnson, P.C.M.O., had sent the money to the defendant, and that was why the Doctor was written to.

Mr. Tinson's defence was that the goods were ordered by Mr. Hodge in his capacity as managing-director of Hastings, Hodge & Co., and not by him personally. It was true that defendant had offered to pay this account privately, but only on condition they sent another account recognising Hastings, Hodge & Co., as the firm from which it was due. Dr. Johnson had paid the money with his own cheque to Hastings, Hodge & Co., but that could not affect the defendant's position as regards Mr. Whyte.

His Honour gave judgment for the plaintiffs, and on the application of the defence execution of judgment was postponed for seven days.

DEATH OF MADAME CORREIA DA SILVA.

A private telegram received in the Colony on Saturday reports the death of Madame Maria da Carmo Correia da Silva, which sad event took place in Lisbon on the previous day. The deceased lady will be remembered as the wife of H.E. Senhor Henrique Correia da Silva, an ex-Governor of Macao and predecessor of the present incumbent of the office in the Portuguese Colony. Both Senhor and Madame da Silva, when they were in Macao, were frequent visitors to Hongkong, and it was on the occasion of the laying of the foundation-stone of the new Club de Lusitano that H.E. Sir Edward Stubbs, Governor of Hongkong, spoke of the friendly relations between the two Colonies and made special reference to Senhor Correia da Silva as a worthy representative of the Portuguese Government at Macao.

The news of Madame Correia da Silva's death, we feel sure, will be received with much regret by both the Portuguese and British communities and still more by the residents of Macao, with whom the deceased lady was extremely popular for her acts of unostentatious benevolence, in particular to the charitable institutions of Macao. Mr. Carlos da Rocha Azevedo, a retired official of Macao, is a close relative of Senhor Correia da Silva, and is now resident at Hongkong. With him and his family much sympathy will be felt in the bereavement.

SAIGON RICE MARKET.

The Compagnie de Commerce & de Navigation d'Extreme Orient, in their report dated Saigon, August 13th, state:

Our market has been very firm since our last report and prices have advanced somewhat in spite of the lack of enquiries. As a matter of fact, the supply of paddy from the interior has been rather poor, and the Hongkong market, although very irregular, has shown an upward tendency. The rains are still regular and planting is almost over in all the provinces. The total amount of rice exported from January 1st to July 30th is 811,129,605, against 633,024 in 1922. We quote to-day:—White Saigon rice, No. 2, 50¢ per picul; Japan quality, Hongkong, 45-50¢ per picul; 14th Saigon, for August-September shipment, 45-50¢ per picul.

CORRESPONDENCE. IS HONGKONG HARBOUR A PLACE OF REFUGE?

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—The account published in the local newspapers of Marine Court proceedings on Friday reads strangely to a landsman. Two ship's captains were summoned for "having neglected to move the steamer out during daylight to an anchorage for the night when the typhoon signal was hoisted on August 17th." The moorings of the buoys, according to the order of the Marine Magistrate in one case, will be lifted and relaid at the expense of the ships' owners. One defendant explained that he could not get up steam because his boiler tubes were leaking.

What place more appropriate than a harbour for minor repairs to a ship to be effected? And what sort of advertisement to a landman, one of the world's great harbours that, practically landlocked though it is, when the fury of the typhoon threatens, ships must leave its shelter and find anchorage outside?

One has always associated the word "harbour" with the idea "refuge" and I see the dictionary does so. I quote Webster:—

HARBOUR (n), orig. a shelter for soldiers; her army and *bjorga* to save; help, defend. A place of security and comfort; a refuge; a shelter.

A portion of a sea, lake, or other large body of water, either landlocked or artificially protected so as to be a place of safety for vessels in stormy weather; a port or haven.

The mere landsman would suppose that, within the protection of a harbour and with a mooring buoy to supplement the holding power of her anchors, a ship might ride out a storm in safety. But perhaps some mariner will expound this dark mystery.—Yours, etc.,

LANDSMAN.

Hongkong, August 25th, 1923.

[The case referred to was that of the steamer *Hulda*, which stranded off Kennedy Town in the typhoon. She had been lying at buoy C45, and in the typhoon dragged the buoy 150 feet. A prosecution was laid for not moving the steamer out during daylight to an anchorage for the night when the typhoon signal was hoisted on August 17th. Commander Beckwith, Marine Magistrate, directed that the moorings of the buoy should be lifted and relaid at the expense of the ship's owners. At the same Court the master of the Japanese steamer *Sunka Maru* was prosecuted on a similar charge in connection with the gale on Tuesday, the 21st inst. Defendant explained that his boiler tubes were leaking and he could not get up steam, but went out as soon as the repairs were effected. He was let off by the magistrate with a caution.]

PEAK TRAM.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—Last night I arrived with a friend at the Station about a minute before 10.30 p.m. and found the tram full.

Closer inspection, however, revealed the fact that there were two vacant seats in the third row from the back. This contained three Chinese and some ash-buckets which, were informed, belonged to the Peak Tramway Co. and were being taken up to the Engine-house.

They could not be removed to make room for passengers, it appeared, and we were obliged to wait half-an-hour for the next tram at 11 o'clock, as the European Conductor told us he had no authority to run an extra car, though when the 10.30 started, there were six Europeans and about ten Chinese shut out.

Naturally an argument ensued, and we were told that the 10.30 tram really had its full complement of passengers, since the two back seats were each occupied by six Chinese, and the next by three Chinese and the ash-buckets, making fifteen in the three seats, which was, of course, quite correct in total.

I have recollections, however, of seeing at times more than the full complement of 15 Chinese in the three back seats, the argument then being that six Chinese only weigh as much as five average Europeans, and the fact remains that two seats in the 10.30 tram were occupied by ash-buckets!

Legally the Peak Tram Co. appear to have been within their rights, but it would have been a graceful concession on their part, under the circumstances, to run an extra tram, while it would have also indicated a desire to serve and not merely exploit—the Public, with happier relations for all concerned.

The Executive of the Peak Residents' Association will doubtless note that the authority to run an extra car to relieve unexpected and unusual congestion has been withdrawn.—Yours faithfully, C.H.B.

Hongkong, August 25th, 1923.

CEYLON'S LEGISLATIVE COUNCIL

MEMBERSHIP TO BE INCREASED.

In Committee of Supply on July 25th, Mr. Ormsby-Gore (Under Secretary for the Colonies) stated that the Legislative Council of Ceylon was being reconstituted. It was proposed to increase the number of members to forty-eight, and of these twenty-two would be elected by territorial constituencies, in which all qualified persons, irrespective of race, would have a vote.

MOTOR TRIALS IN HONGKONG. TWO SERIOUS ACCIDENTS MAR COMPETITIONS. ONE RIDER SUCCUMBS; ANOTHER UNLIKELY TO RECOVER.

The Hongkong motor-car and cycle trials which had been anticipated with much interest by motorists were opened on Saturday afternoon in fine weather at Chiu Wan in the New Territories, but we regret to have to record that the proceedings were marred by two very serious accidents, one of which proved to be fatal, whilst at the time of writing not much hope is entertained for the recovery of the other unfortunate man. Both these accidents occurred during the hill-climbing tests for motor-cycles of unlimited horse power. Most of the machines used in this competition were over four-horse power and therefore able to develop a very high turn of speed. It is said that one machine in this class finished the distance at 75 miles per hour. The course for the hill climb was a very tricky one, including an "S" bend, about half way up, whilst further up there were more rather nasty corners.

The rider involved in the first accident was Mr. H. J. Hooper, a warbler at the Lai Chi Kok prison. He, by the way, was riding a new twin-cylinder "Harley Davidson" which he purchased a few months ago, and we understand that he only took to motor cycling when he purchased the machine. It was apparent that Hooper's high-powered machine was too much for him and this seems to be proved by the fact that the accident took place on a practically straight piece of road near the foot of the hill. According to eye-witnesses, Hooper seemed to lose control of the machine, which was travelling fast. On his right hand side of the road there was a kully about three feet deep with an earth bank cutting at the side. His machine left the road and went into the gully. It kept up its momentum in this gully for about fifteen yards, scraping the sides of the gully. The handlebars then appear to have struck the bank (the right handlebar was badly twisted) and Hooper was thrown with terrific force against the earth bank. A lady and a gentleman standing on the crest of a hill nearby were the first to signal the news to the starting point, and Mrs. McKenney and Woodman were rushed to the spot in a motor-car. The unfortunate man was unconscious and he appeared to be badly injured about the right side of the head and shoulder. Serious concussion or fracture of the skull was at first feared. The Doctors patched him up as best they could on the spot with the sun beating down very strongly at the time, and he was conveyed to hospital with all possible speed. His condition is very critical and little hope is entertained of his recovery, as it is stated that his skull has been fractured at the base. Hooper is spoken of by his comrades as a very likeable fellow. He is 26 years of age and comes from Birmingham, where his mother resides. He is her only son. He came to the Colony nearly three years ago to join the police. He was later transferred, at his own request, to the prison staff of the Victoria Gaol. He served in the Great War.

THE FATAL ACCIDENT.

MR. BURLEIGH ROLLED DOWN A BANK. After the first accident some little time elapsed before it was decided to resume the contests, but eventually the officials decided to "carry on." Competitors in the heavy-weight hill-climbing contest came up the hill at a good speed, but the speeds set up by the motorists suggested that the accident to Hooper must have had induced caution. Mr. Burleigh, the rider concerned in the second accident, was one of the last to be sent off in the contest. He was an experienced rider, having been an ardent motor-cyclist for years, and both he and his powerful "Harley Davidson" have been familiar to travellers on the Star Ferries. He came up the hill at a fine turn of speed and took the "S" bend cautiously. Coming out of the cutting about a quarter of a mile from the finishing post he was seen by spectators on the distant hill crests while going at great speed to collide with the concrete railing on his right hand side of the road. There was a cloud of dust and the next thing the horrified spectators saw was poor Burleigh's body turning somersaults down the steep bank at the side of the road. According to a European Traffic Police Sergeant who saw the accident from close quarters, the rider took the bend a little too wide and his footrest caught the concrete railing. It is estimated that the machine was doing upwards of 50 miles per hour at the time. The cycle shot along the side of the rails for about ten yards or so, each of the upright posts catching Burleigh's right leg and side with terrific force. The head of the machine then turned into the railing, the impact being so great as to snap the concrete guard between two of the uprights. Burleigh was then shot into the air. When the Police Sergeant rushed down the bank he expected to find the rider dead. He was conscious, however, and his first concern was for his wife whom he knew to be sitting on the top of the hill a few hundred yards away. Willing hands carried him gently back to the road where he was met by his wife. The Doctors were quickly on the scene, first aid was rendered and the car moved off to the hospital with the rider lying in the back seat. Before going Burleigh, plucky to the last, turned round and smiled to the crowd, and that smile was the means of cheering people into thinking that perhaps his injuries were not so serious after all. At the hospital it was found that his injuries were of a terrible nature. Practically the whole of his right side was smashed in. On the operating table it was found that five ribs had been broken, his thigh fractured and his right ankle badly smashed.

Mr. Burleigh, although possessing a splendid constitution, passed away just before midnight from the fearful shock.

The late Mr. Burleigh, who lived at No. 6, Victoria View, Kowloon, leaves a wife and four young step-children to mourn his loss. He was married about a year ago to Mrs. Bryson, and much sympathy will be felt for the widow and her children in their very sad loss. Mr. Burleigh was a native of Gorseston-on-Sea, Yarmouth, England. He served in the Great War and came out to the Colony three years ago to take up a post at the Tai Koo Dockyard as a foreman shipwright. He was very popular amongst his colleagues at the Yard and he was known as a man of sterling character. He was keenly interested in sport and a couple of years ago appeared in the Boxing ring (Hongkong Boxing Association tournaments) as a very clean exponent of the art of self-defence.

OTHER VICTIM'S CONDITION.

We learned late last night from the Government Civil Hospital that Mr. Hooper's condition is very serious indeed; no hope is entertained for his recovery. He was at the time of enquiring, still unconscious.

THE CONTESTS.

EXTREMELY INTERESTING EVENTS

"H.K. THE GOVERNOR'S CAR A WINNER."

Apart from the two calamities reported above the trials were proceeding along highly satisfactory lines. There were crowds of people, crowds of motor-cars and motor-cycles, and keen interest was manifested in the events. The first events to be run off were the acceleration tests for motor-cycles (light and heavy weight), motor-cycle combinations and for motor-cars. In these events, the competitors had to accelerate their machines over a distance of 200 yards of a straight stretch of road and the competitor in each class doing the distance in the shortest possible time was declared the winner.

Spectators could watch this event from start to finish. The marshalling of the competitors at both the start and finish for these events was excellent and reflects great credit on the officials. No sooner had one competitor finished than another was sent on his way and the time-keepers kept alive interest by yelling the times of the competitors to the spectators as they passed by.

Naturally the fastest time in these acceleration tests were put up by motor-cycles, and the fastest time of all was that put up by F. Baker on a twin-cylinder "Indian." He accelerated his machine and covered the distance in 12 3/5 seconds. The spectators were especially pleased at the fine win registered by H.E. the Governor's graceful-looking "Crossley" car, which, driven by Mr. Lambert, won the event for motor-cars, taking 10 seconds to do the distance. This competition was very keenly contested and no fewer than three competitors tied for second place, being 1/10th of a second slower than the Governor's car. One of these three cars was driven by the Hon. Mr. A. G. M. Fletcher.

At the conclusion of the acceleration tests, the spectators spread themselves along the hillside to watch the hill-climbing contests, a good many people occupying crests at the side of the road in order to get a better view of the whole stretch of the road, over which the machines would run. The distance was about a mile and a quarter, and some of the cyclists put up some very fast times; particularly fine was the racing of F. Baker in the heavy weight event for solo motor-cycles. He came up the hill at a terrific speed, took the corners perfectly and covered the distance in 1min. 35 2/5 seconds. This time was nearly five seconds better than the next best, which was put up by Cayless on a lightweight "Ivy 3." His time was 1min. 40 seconds. His cornering was also good but at the "S" bend he lost a foot-rest. An A.J.S. machine (ridden by S. C. Wong) also showed a fine turn of speed, but the rider lost badly on the corners. At the "S" bend he had two distinct and nasty wobbles.

The accident to Mr. Burleigh, followed by a heavy down pour of rain, put an end to a continuation of the trials. Great credit is due to Mr. P. M. Hodgson and to Mr. Lambert and the other officials for the excellent way in which the trials were carried out and it was extremely unfortunate that the two serious accidents should have occurred to spoil a very interesting and educative afternoon's sport.

The following are the results of the trials up to the time the meeting was abandoned.

ACCELERATION TESTS.

MOTOR-CYCLES SOLOS (550 C.C.).

Competitor.	Machine.	Time.
1.—S. C. Saunders, Triumph		13
2.—D. Cayless, Ivy 3		14
H. W. Chaney, Triumph (1921)		15
A. Gourdin, Triumph		15.1-5
A. A. Lopez, Douglas		15.5-5
F. W. Wood, Sun Vitesse		17
J. A. Sark, O. K. Junior		18.1-5
S. C. Wong, A.J.S. (23 h.p.)		19.2-5
F. E. de Souza, Nera-car		20.3-5
E. V. M. R. de Souza, Nera-car		21

MOTOR-CYCLES SOLOS (UNLIMITED).

1.—F. Baker, Indian	12.3-5
2.—H. S. Burleigh, H. Davidson	12.4-5
A. A. Ramjahn, H. Davidson	13.1-5
G. T. Padgett, Indian Chief	13.2-5
E. W. Lewis, Ace	13.2-5
S. C. Wong, A.J.S.	13.2-5
F. N. W. Doodha, Indian Scout	14.2-5
J. Ashcroft, Henderson	14.3-5
T. L. Knight, H. Davidson	14.4-5
A. Young, Indian Scout	15
F. H. Dillon, Indian Scout	15.3-5
A. H. Mason, Henderson	16.2-5
R. W. Smith, Indian Power Plus	16.3-5
L. Ellwood, Indian Scout	17
W. Hyde, Indian Scout	17
H. J. Hooper, H. Davidson	17.1-5
I. D. McEwan, A.J.S.	18.4-5

(Continued at foot of next column.)

KOWLOON UNION CHURCH.

MINISTER APPOINTED BUT NO SITE YET AVAILABLE.

An announcement as to the proposed Union Church in Kowloon was made by Mr. E. B. Cubey, hon. secretary at Union Church, at the services yesterday. Mr. Cubey said: Some three months ago the seatholders authorised the Committee to try and secure a Minister for the work, and, thanks to the good offices of the Rev. W. Nelson Bilton, the Home Secretary of the London Missionary Society, the offer was placed before the Rev. Horace Johnston, B.A., who has accepted the invitation.

Mr. Johnston is a Minister of the Presbyterian Church of England who has had six years' experience in the East End of London, and a similar period in West London, and two years' war service in the Y.M.C.A. A few years ago Mr. Johnston stayed for a short time in Hongkong on his way to take up temporary duty at Kuala Lumpur and those who heard him preach here speak highly of him. Mr. Macdonald counts as fortunate in securing his services. We expect he will arrive in the Colony early in November. Up to the present we are still without a site (temporary or permanent) for the new Church, but we hope that soon something may eventuate in this direction.

ACCIDENT TO A MOTORIST.

Mr. Stewart Ogilvie, of Messrs. Loxley and Co., son of Mr. and Mrs. Ogilvie, No. 2, Victoria View, Kowloon, met with a very nasty accident late on Friday night whilst riding a new "Henderson de Luxe" motor-cycle. He was proceeding towards Orient Buildings, Yau-mat, from a friend's house and when passing the Po Hing Theatre a motor-car, No. 792, emerged from the road immediately opposite the theatre, and the cycle and the motor car collided. Mr. Ogilvie was thrown heavily to the ground, with the result that his left leg was broken just below the knee. The cyclist fortunately was proceeding slowly at the time or else he might not have got off so lightly. A European passenger in a motor-bus (the venue Officer Brown) which was following close behind rendered assistance and the injured man was removed to Dr. Wong's residence, close by, where he received every attention. Later he was removed to the Government Civil Hospital where he now lies. His condition yesterday showed much improvement, though at one time it was thought that complications might set in.

MOTOR CYCLE COMBINATIONS.

1.—A. Gascon, H. Davidson	13
2.—F. C. Weller, Henderson	16.2-5
F. X. A. Remedios, Indian Chief	18.4-5
C. J. Roe, Phelon and Moore	19.3-5
C. W. Jeffries, Royal Enfield	19.4-5
E. D. da Rosa, B.S.A.	20.2-5
A. F. Paul, Indian Scout	21.4-5
C. Dickens, Douglas	22.4-5

MOTOR-CARS.

1.—H.E. the Gov.'s 1930 h.p. Crossley (driven by C. D. Lambert), 16	
2.—The Hon. Mr. A. G. M. Fletcher's 21.70 h.p. Oldsmobile, 16.1-5	
3.—J. Parson's 27.8 h.p. Buick (driven by C. H. Rowe), 16.1-5	
4.—J. Smith, Cyl. Chandler, 16.1-5	
F. Ramsay's 23.4 h.p. Studebaker, 16.3-5	
E. J. Mackenzie's Jordan, 17.1-5	
G. A. Walker's 19 h.p. Oakland, 17.3-5	
W. van der Steen's 8 cyl. Chandler, 17.3-5	
F. M. L. Soares' 21.70 h.p. Oldsmobile, 17.4-5	
G. H. Wilson's 20.4 h.p. Roadster, 17.4-5	
V. Knight's 25.8 h.p. Buick, 17.4-5	
Lain Wing Yau's 25.8 h.p. Buick, 18.3-5	
S. C. Ho's 21.70 h.p. Oldsmobile, 18.4-5	
Wong Kam Fok's 24.1 Studebaker, 18.4-5	
T. R. Parson's 8 cyl. Chandler, 19	
A. G. Hewitt's 10 h.p. Oakland, 19	
A. H. Carroll's 26.45 h.p. Oldsmobile, 19.2-5	
Dr. C. W. McKenny's 18.23 h.p. Essex, 19.4-5	
E. F. Brown's 21.03 h.p. Maxwell, 20	
Capt. W. E. Clarke's 22.52 h.p. Cleveland, 22	
P. M. Hodgson's 11.84 h.p. Calcutt, 24.3-5	

HILL CLIMBING CONTESTS.

CYCLE SOLOS (500 C.C.).

1.—D. Cayless, Ivy 3	1.40
2.—S. C. Wong, 21 h.p. A.J.S.	1.42
S. C. Saunders, Triumph	1.53.4-5
H. W. Chaney, Triumph	1.54
A. Gourdin, Triumph	2.02
A. A. Lopez, Douglas	2.06
F. W. Wood, Sun Vitesse	2.28.1-5
J. A. Sark, O.K. Junior	2.35.4-5
F. E. de Souza, Nera-car	3.02

CYCLE SOLOS (UNLIMITED).

F. Baker, Indian	1.25.3-5
J. Ashcroft, Henderson	1.44
T. L. Knight, H. Davidson	1.45
E. W. Lewis, Ace	1.49
G. T. Padgett, Indian Chief	1.51
A. H. Mason, Henderson	1.56
F. N. W. Doodha, Indian Scout	1.56.2-5
A. Young, Indian Scout	1.59.3-5
F. H. Dillon, Indian Scout	2.05
I. D. McEwan, A.J.S.	2.22.4-5

This contest was not completed.

THE OFFICIALS.

The Motor trials were held under the joint auspices of the Hongkong Automobile Association and the Hongkong Telegraph. The officials for the day were:—General Committee: Messrs. C. D. Lambert (Chairman), F. Baker, A. G. Hewitt, A. Hicks, J. Parsons, C. S. Saunders, J. Smith, B. Wylie, and the Rev. G. Updell. Hon. Secretary and Treasurer: Mr. P. M. Hodgson. Starter: Messrs. D. L. King and H. J. Pearce. Record Keepers: Mr. H. R. Moock, Lieut. Walsh and the Rev. G. Updell. Time-keepers: Capt. A. McD. Hewitt, Mr. G. T. May and Mr. L. Harman. Marshal: Sgt. Major Williams. Refreshments: Superintendent: Mr. W. J. Stokes. Sub-Committee: Messrs. F. P. Franklin and W. K. Reynolds.

SPORT.

BOWLS.

The Lawn Bowls Clubs resumed their league programmes on Saturday. Following are the results of the various contests:—

K.D.R.C. v. TAIKOO NO. 1.
Played at Kowloon, Taikoo No. 1 winning by one point.

Scores:—	K.D.R.C.	TAIKOO.
Gourlay		Mackintosh
Keith		Sloan
Johnston		Weir
Gray	15	Wotherspoon
Atkinson		James
Henderson		Muirhead
Punchon		Young
Gow	23	Ferguson
McKelvie		White
Duncan		Lillierap
Keldley		Grimshaw
Lafale	15	Hamilton
Totals.....	53	Totals..... 54

K.C.C. v. C.S.C.C.
Played at Kowloon, Kowloon winning by 10 points.

Scores:—	K.C.C.	C.S.C.C.
Cornley		Massey
Planey		Smith
Gibson		Murphy
Stevens	20	Hill
Nicholls		Hall
Overy		Dencon
Overy		Taylor
Hyde	19	Pathyjohns
Abraham		Flagg
David		Knott
Tacchi		Alderman
Pile	15	Allan
Totals.....	71	Totals..... 61

C.C.C. v. K.B.G.
Played at Craigengower, the K.B.G. winning by 9 points.

Scores:—	C.C.C.	K.B.G.
Green		Harvey
Souza		W. Macfarlane
A. Macfarlane		Guy
Bradbury	14	Russells
Ford		Barr
Lammert		Duncan
Omar		Farrell
Basa	23	Edwards
Alves		Kynoch
Ismail		Chapman
Forbe		Wibley
Greener	14	Hall
Totals.....	51	Totals..... 60

TAIKOO NO. 2 v. POLICE R.C.

Played at Taikoo, the home team winning by 62 to 53.

Scores:—	TAIKOO NO. 2	POLICE.
Dinnam		Taylor
Maxwell		D. Clarke
Sloan		Ogg
Wallace	18	J. Clarke
McLeod		Knight
Holland		Roid
Pirrie		Grimmett
Drummond	18	Robertson
Barker		Grant
O'Brien		Condon
Laing		Mair
G. Morrison	26	Gerrard
Totals.....	62	Totals..... 55

LEAGUE TABLE.

	P.	W.	L.	T.	P.	Adst.	UP	DOWN
No. 2	10	1	1	1	1	644	509	133
K.D.R.C.	12	9	3	1	1	748	606	140
TAIKOO								
No. 1	12	8	4	1	1	771	649	122
K.B.G.C.	11	6	5	1	1	652	612	40
P.R.C.	11	5	6	1	1	633	666	0
C.C.C.	12	3	9	6	1	676	720	0
K.C.C.	12	3	9	6	1	634	754	0
C.S.C.C.	12	3	9	6	1	612	818	0

NON-LEAGUE PLAYERS' COMPETITION.

Played at the K.D.R.C. ground on the 25th inst., Taikoo winning by seven points. KOWLOON DOCK. TAIKOO B.

F. Goodman		Cricton
R. Goodman		Peterson
C. Stewart		S. Stewart
R. Dixon	21	Matthews
Totals.....	21	Totals..... 27

K.B.G.C. v. C.S.C.C.

Played at Kowloon, Civil Service winning by 10 points.

Scores:—	K.B.G.C.	C.S.C.C.
Smith		Gregory
Hutt		Davey
J. C. Brown		Dakin
McKay	14	
Totals.....	14	Totals..... 24

Taikoo B now meets C.S.C.C. in the final.

V.R.C. NIGHT FETE.

Saturday night's fete at the Victoria Recreation Club proved as popular as its forerunners. The attendance was good, and the swimming event, well contested. Some beautiful dives were seen in the High Diving event, the winner of which was Mr. C. McKenzie. After the swimming events dancing was held. Results: Two Lengths Handicap, Boys.—1, J. Pearne, 37.1-seconds; 2, W. Matchin, 40.3-5 seconds. Two Lengths Handicap for Members.—1, G. A. S. Kent, 28.3-seconds; 2, A. Buschauer, 32.1-5 seconds. High Dive.—1, C. McKenzie. Invitation Race, 150 yards.—1, D. Lyon, 22.3-seconds; 2, A. May, 16.1-seconds. Two Lengths Handicap, Ladies.—1, Miss Bell, 31.3-seconds. Two Lengths Handicap, Girls.—1, Miss P. Hunt, 2. Miss B. Chue. Challenge Train Race.—D. Lyon's team. Mixed Nomination.—Miss Bell and G. Jack.



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(DUMBELL)	(DEAREST)
3284 (BY THE SHALIMAR ...)	3291 (PALE VENETIAN MOON ...)
(WITHOUT YOU ...)	(HAVE YOU FORGOT ...)
	(TEN ME ...)
3285 (CHINA BOY ...)	3292 (SHEBA ...)
(MYBUDDY ...)	3293 (BUILD A STAIRWAY ...)
	(TO PARADISE ...)

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NEW ADVERTISEMENTS

NOTICE

OWNERS AND DRIVERS OF MOTOR VEHICLES are hereby notified that the Central Road to CASTLE PEAK will be OPENED on SUNDAY, the 28th inst. Cars must be taken on the Section between TIN KAU and TSING LUNG TAU where the work will be carried out. Only One Car at a Time can pass over this Section.

Captain Superintendent of Police,
Hongkong, 25th August, 1923. [1206]

WANTED.

THE HONGKONG PHILHARMONIC SOCIETY requires the services of an Efficient Pianist or Pianiste. Must be Good Reader. Apply in writing as early as possible to T. P. M. BEVAN, c/o ASIATIC Petroleum Co. (S. C.) Ltd.

THERE are vacancies in the HONGKONG PHILHARMONIC SOCIETY'S Orchestra for PLAYERS of String and Wind Instruments. Applications stating Name of Instrument, should be sent to T. P. M. BEVAN, c/o ASIATIC Petroleum Co. (S. C.) Ltd. [1205]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM, PORT SAID AND STRAITS.

THE Steamship.

"FEMEROKESHIRE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 31st August, 1923, at Noon, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 30th August, 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised. No fire insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 24th August, 1923. [1204]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES

Per Company's Steamer

"PELSEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 25th August.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 31st August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 14th Sept., or they will not be recognised. No fire insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th August, 1923. [1207]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "MANTUA"

ARRIVED HONGKONG ON 2nd August, 1923.

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No fire insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKENZIE & CO.,
Agents.
Hongkong, 23rd August, 1923. [1209]

HONGKONG SMALL INVESTORS'

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INTIMATIONS

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificates No. 2814 for 30 Shares numbered 33303 to 33332; Certificate No. 4317 for 25 Shares numbered 10831 to 10876; and Certificate No. 4820 for 8 Shares numbered 2403 to 2410 all registered in the Name of GEORGE HOYES have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 15th DAY OF SEPTEMBER, 1923, New Certificates for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 18th August, 1923. [1175]

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Mrs. J. J. BLAKE,
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[1118]

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(LOCATION)

LE GOUVERNEMENT GENERAL DE L'INDO-CHINE (française) recense des offres d'habitation qu'il possède à Siamoen Canton (ancien Bureau des Postes), comprenant:

1. - un vaste bâtiment à étage situé sur le quai, à l'intersection de la rivière de Canton et du canal qui sépare la concession française de la cité chinoise, composé au rez de chaussée de sept pièces dont une de 15 mètres sur 7 mètres et à l'étage de sept pièces, d'un office et d'un cabinet toilette;

2. - des dépendances composées: au rez-de-chaussée de 2 cuisines et de 3 petites chambres; au premier étage de 3 chambres de boys.

Les offres de location seront reçues au Consulat de France à Canton jusqu'au 20 Septembre à 5 heures de l'après-midi.

Canton, le 9 Août 1923.
Le Consul de France,
G. GOUBULT.

REPUBLIQUE FRANCAISE

GOUVERNEMENT GENERAL DE

L'INDO-CHINE FRANCAISE

APPEL D'OFFRES

(ACHAT)

LE GOUVERNEMENT GENERAL DE L'INDO-CHINE (française) recense des offres d'achat de l'immeuble qu'il possède à Siamoen Canton (ancien Bureau des Postes), comprenant:

1. - un vaste bâtiment à étage situé sur le quai, à l'intersection de la rivière de Canton et du canal qui sépare la concession française de la cité chinoise, composé au rez-de-chaussée de sept pièces dont une de 15 mètres sur 7 mètres et à l'étage de sept pièces, d'un office et d'un cabinet toilette;

2. - des dépendances composées: au rez-de-chaussée de 2 cuisines et de 3 petites chambres; au premier étage de 3 chambres de boys.

Le terrain sur lequel sont édifiés ces bâtiments et ses dépendances, d'une superficie de 881 mètres carrés environ, inscrit sous le No. 6 du plan cadastral, le dit terrain détenu par le Gouvernement Général de l'Indochine en vertu d'un bail emphytéotique qui prendra fin le 29 Juin 1925.

Les offres d'achat seront reçues au Consulat de France à Canton jusqu'au 20 Septembre 1923 à 5 heures de l'après-midi.

Canton, le 9 Août 1923.
Le Consul de France,
G. GOUBULT.

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INTIMATIONS

NOTICE OF REMOVAL.

THE Office of the "HONGKONG DAILY PRESS" have been removed, to 1A, CHATER ROAD (2nd floor), to which Address all Correspondence should be directed.
Hongkong, 16th July, 1923.

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THE M/S

"AFRIKA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained as the Goods are landed.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 31st of August, 1923, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Goddard and Douglas on the 31st August, 1923, at 10 a.m.

All Claims against the vessel must be presented to the undersigned before the 3rd of September, 1923, or they will not be recognised. No fire insurance will be effected.

Bills of Lading will be countersigned by JOHN MANNES & CO., LTD., Agents.
Hongkong, 24th August, 1923. [1199]

INTIMATION

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ACKNOWLEDGMENT.

Mrs. H. S. BENTLEY and family, of No. 5, Victoria View, Kowloon, desire to express their sincere thanks to all friends for sympathy extended to them in their bereavement, to those who attended the funeral and sent wreaths and especially to those who rendered kindly assistance immediately after the accident. [1208]

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 27th, 1923.

THE DIPLOMATIC TRIUMPH
OF THE TURKS.

The interest of the cable-to-day which tells us of H.M.S. *Egypt* having left Chankai for the Straits with probably the Second Royal Sussex Regiment (destined for North China) on board, lies in the fact that this is a first step in the fulfilment of a stipulation in a protocol attached to the Lausanne Treaty that all services, naval, military and air, are to be withdrawn within six weeks from the ratification by Turkey alone of the Treaty. The Allies, however, retain a full right of passage through the Straits for as many war vessels as they please, and the right also, to keep stationed in the Straits one cruiser and two destroyers each, with the necessary coaling and provisioning ships.

In the negotiations at Lausanne the Turks were treated by the Allies as equals, and they scored what is admitted to be a diplomatic success without parallel in their history. There was something about these negotiations by the Turks at Lausanne which inevitably reminds us of the Chinese negotiations at Washington. From a commentary of the Treaty given in a London contemporary we make the following extract which seems to us, might with very slight variation have been written of China after the successes her diplomacy gained at Washington: "The parrot cry of 'sovereignty'; their professed and perhaps often genuine belief that their systems of justice and administration are as

capable and pure as those of Western nations; their utter inability to appreciate or even understand the standards of civilisation; their inborn incapacity to take long views on any subject; and their deeply-rooted conviction that they will still be able to play off the commercial cupidities of European nations one against another, and, if that fails, to invoke in their support the commercial jealousy of the United States—all these things make continuance of the present settlement a thing uncertain and even foreboded."

Though by the Treaty the Allies have gained much that is of importance to progress, they have failed in their efforts to protect the Armenians and the Chaldeans, and found themselves powerless also to insist on the restoration of the twelve million pounds' worth of treasure stolen by the Turks from the Prophet's tomb at Medina. They have had to put their names also to what has been described as "the most retrograde international net of the last 200 years"—the exchange of populations scheme—in other words, the practical extinction of Christianity in Anatolia, and of Islam in Europe. The Allies have lost commercially also. In the opinion of foreigners resident in Constantinople it is doubtful whether any trade or industry, except one of an adventurous character, can be carried on in Turkey under the new conditions. "The Turk," we are told, "is totally unable to organise or to administer any large industrial undertaking. For the last fifty years he has been an entirely dependent upon foreign development of his resources as he was 500 years ago. Now by this Treaty he has cut away from himself at a single blow the assistance in which he stands in stark need, and of which the only source of supply is the confidence of the foreigner. It is foolishness to suppose that the wiser Turk, in his situation with complacency, or that he really wishes to return to the 'have' existence of an Asiatic hill tribe, from which the possession of Constantinople has saved him for the last few centuries. Even less does he want to go on fighting. Yet by his own long-considered choice it is just such a reversion to a condition differing little from barbarity that the existing Treaty offers him, and to it, unless he shows greater modesty and self-control than the world has reason to expect from him, he will certainly return."

Mrs. PRANCEVAL LONDON, writing from Lausanne to the *Daily Telegraph* recently on these questions, said: "If the Allies have failed in these matters, it is because at this moment they are powerless to act otherwise. The future, as always, rests with us, not with the Turk; he is what he has always been, and he will fulfil his inevitable destiny. It may not come in one day, but the time will come when these things will be redressed; and the greater issues of the Lausanne Treaty will then be remembered as stepping-stones to the final settlement of the Near East."

The silk which left here by the P. & O. s.s. *Perseus* on July 25th was delivered in Marseilles on August 24th.

Motorists will be interested in an official announcement in another column respecting the re-opening of the coastal road to Castle Peak.

The Government is inviting tenders for the preparation of a site for an open market at Quarry Bay, together with the construction of the market.

His Excellency the Governor has appointed Dr. John Anderson, M.A., B.S.C., M.D., D.T.M., to be Honorary Visiting Physician to the Government Civil Hospital.

There has been added to the List of Medical Practitioners the name of Dr. Lim Eng Hae, Government Civil Hospital, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

Penk houses are to be re-numbered as from 1st January next. The *Geostic* gives a full list of the old and new numberings. The new numbers are arranged in blocks, according to roads, and each separate entrance to a flat is given a number.

General Leonard Wood, Governor-General of the Philippine Islands, is contemplating a visit to China towards the end of the year. The Governor declares that there is not a scintilla of truth in the report that he is resigning next February.

Truth connecting on Mr. Moller's criticism of the Hongkong Government in regard to the Shipping requisition says: "If the facts are as stated, a more iniquitous abuse of power was never perpetrated, and the exposure, coming just at the time when we are telling the Chinese to seek their house in order, may well provoke sneers at British hypocrisy. I can only hope that the matter will be threshed out in our own Parliament, and that either the statements will be disproved or responsibility be brought home to those responsible, and proper reparation be made to the injured parties."

The King has approved of the appointment of Sir Charles Calvert Bowring, K.B.E., C.M.G., Colonial Secretary, Kenya, to be Governor of Nyasaland. Sir Charles entered the Colonial Office Branch of the Exchequer, and went to Hongkong in 1902. He holds the gold medal for services in connection with the plague epidemic of 1904.

Dr. J. Shellshear, M.D., the Rockefeller Professor of Anatomy in the Hongkong University, and Secretary of the Hongkong Branch of the British Medical Association, left on the *Kashima* on the 22nd instant to represent the University and the Government at the Far Eastern Association of Tropical Medicine, which is holding its fifth Congress at Singapore from the 3rd to the 17th September. It is understood that, at the same time, Professor Shellshear hopes to obtain further material for the anthropological and ethnological investigations which he is carrying on.

FUNERALS AT HAPPY VALLEY.

THE LATE MR. BURLEIGH.

The funeral of the late Mr. Harry S. Burleigh, who died at the Government Civil Hospital as the result of injuries received at Saturday's motor trials, took place at Happy Valley yesterday afternoon in the Protestant Cemetery, the Rev. H. S. Bailey, temporarily in charge of St. Andrew's vicarage, Kowloon, officiating. A very large number of sorrowful friends met the cortege of the deceased including many of the deceased's colleagues from Tai-koo, where he was extremely popular. The chief mourners were Mrs. J. A. Mead (sister-in-law) and Mr. and Mrs. de Courcy (brother-in-law and sister-in-law). Amongst the large attendance were Mr. J. Reid (Manager of the Tai-koo Dockyard), Mr. K. E. Greig (Chief Engineer), Mr. R. H. Cousins (Assistant Manager), Messrs. B. E. Fielder, M. O'Brien, J. Laing, J. Peterson, D. Haig, J. J. Whyte, A. Hamilton, D. T. Morrison, C. W. Brown, C. Dickens, A. M. Holland, P. W. Ramsey, S. C. P. Amory, W. D. Bell, J. Spiers, F. P. Barker, C. H. Summers, R. Wallace, W. Wotherspoon, J. Hansen, R. Gray, N. Macarthur, J. Ashcroft, F. Clark. There were also many others from the Tai-koo district. The "Motor Trials" Committee was represented by Mr. A. Hicks (Editor of the *Hongkong Telegraph*), Mr. F. Franklin, Mr. J. Parsons, Mr. A. G. Hewitt and Mr. W. J. Smith. Amongst others noticed were Mr. W. Patterson, Mr. C. W. Chaney, Mr. F. Higgins, Mr. S. Vergette, Mr. W. Hyde, Mr. J. H. Gelling, Mr. Forbes, Mr. R. Bass, etc.

The coffin was carried from the house to the grave by members of the Dockyard staff and two East Anglian friends—Messrs. C. W. Chaney and W. R. Andrews.

A large number of wreaths were sent by sorrowing relatives and friends including the following: The widow, the deceased's mother, "Granny," "Gerty," Billy and the boys, "Edith, Howard and Pamela," "Mickie and May," "Annie and Edie," "Mick," "Jack, Mimi, Charlie and Jean," the Committee for the Motor Trials, the *Hongkong Telegraph*, Messrs. Butterfield and Swire, Staff of the Tai-koo Sugar Refinery, Tai-koo Club, Institution of Engineers and Shipbuilders of Hongkong, Ex-Active Service Men's Association (1914-1918), Victoria View Mess, Mr. and Mrs. D. Austin, Mr. J. Ashcroft, "Two East Anglian friends—W. R. Andrews and C. W. Chaney," Mr. and Mrs. E. Bunje, Mr. and Mrs. F. Barker, Mr. C. W. Brown, Mr. and Mrs. Wm. Bell, Mrs. J. S. Brown, Mr. T. Clark, Mr. R. Clark, Mr. R. H. Cousins, Mr. and Mrs. Chas. Dickens and family, Mr. and Mrs. E. Duncan, Mr. R. E. Harrison, Mr. and Mrs. W. J. Eldridge and boys, Claude Earnshaw, Mr. and Mrs. A. D. Fraser, B. T. and Miss Farrell, R. B. Flower, Henry B. Flower, A. Gourdine, Mr. and Mrs. K. E. Greig, Mr. and Mrs. Robert Gray, Mr. and Mrs. J. Gardner, J. Heywood Gelling, W. Hyde, S. Hoyle, S. G. W. Hornblow, Mr. and Mrs. A. G. Hewitt, D. Haig, Mr. and Mrs. A. Hamilton, Mr. and Mrs. A. M. Holland, L. B. Jefford, Mr. and Mrs. W. W. Knight, Mr. and Mrs. W. Kerr, Mr. and Mrs. J. Laing, A. H. Mason, E. Moore, Mr. and Mrs. J. B. Maclean, Mr. and Mrs. G. Morrison, J. W. Paton, Mr. and Mrs. McNeillie, Mr. and Mrs. G. McLeod, Mr. and Mrs. J. Peterson, Wm. Peterson, Mr. and Mrs. James Peterson, Mr. and Mrs. A. B. Ramsey, P. W. Ramsey, Mr. and Mrs. J. Russell, P. W. Ramsey, Mr. and Mrs. J. Russell, W. Robertson, Mr. and Mrs. James Reid, Mr. and Mrs. J. Saunders-Smith, Mr. and Mrs. H. Stainfield, Mr. and Mrs. C. H. Summers, Mr. and Mrs. R. Wallace, Mr. Ernest Wilson, Mr. and Mrs. W. Weir, Mr. and Mrs. H. W. Weyler, Mr. and Mrs. T. Young and others.

THE LATE MR. D. R. WILSON.

The body picked up from the stern of the *Loong Sang* was definitely identified on Saturday morning as that of Mr. D. R. Wilson, the second officer.

The funeral took place on Saturday evening at Happy Valley. The service was conducted by the Rev. G. T. Walgrave, Chaplain of the Mission to Seamen. The following was a large one, amongst those present being Mr. D. G. M. Bernard, General Manager of Messrs. Jardine, Matheson and Co., Mr. R. Sutherland (Shipping Manager), Captain F. W. Wheeler (Marine Superintendent), and Messrs. McMurray (Prinsep Superintendent), Macfarlane, Kinnaird, Masson (a survivor of the

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

INFLATION OF GERMANY'S CURRENCY.

HERR HAVENSTEIN'S EXPLANATION.

Berlin, August 25th.

Failure to check the floating debt, and not the Reichsbank is responsible for the growing inflation of currency, according to a statement made by Herr Havenstein, when defending himself before the Central Committee of the Reichsbank.

He pointed out that the floating debt in August was 194 billions, of which no less than 177 billions were actually in the coffers of the Reichsbank.

Herr Havenstein is reported to have announced a new programme, more in harmony with the principle laid down by the Government, for the regulation of the future economic and financial policy.

SELF INTEREST OR ALTRUISM?

LORD BIRKENHEAD CREATES A STIR IN AMERICA.

New York, August 25th.

Lord Birkenhead's first speech has aroused a deal of controversy, resulting in Mr. Breckinridge, Assistant Secretary of War in Mr. Wilson's Cabinet, writing to the Bar Association protesting against Lord Birkenhead being permitted to speak at the association's forthcoming convention.

The cause of the pother was a speech at Westminster yesterday, in which Lord Birkenhead argued as his theme that self-interest, and not altruism, should determine the attitude of Americans towards Europe.

He paid a warm tribute to Mr. Wilson's idealism and superhuman zeal, but said that his judgment of his countryman was wrong, and he thereby became the agent for all those post-war developments from which his altruistic mind would have recoiled.

INDIAN FACTION FIGHTS.

PROPERTY DESTROYED; NUMEROUS CASUALTIES.

SIMLA, August 25th.

The Hindu and Moslem faction fighting in the Muharram celebrations in the United Provinces has resulted in numerous casualties and much destruction of property.

At Saharanpur and Conda the police fired, after which the disturbances subsided.

The trouble arose owing to the Moham-medans looting off branches of a sacred tree at a Hindu temple which were interfering with the carrying of a Muslim procession flag.

Minor frictions occurred at Ahmedabad, Calcutta, Amritsar and Nellore, chiefly between the Sunnis and the Shias.

MOTOR ACCIDENT IN LANARKSHIRE.

ADMIRAL DE ROBECK SERIOUSLY INJURED.

LONDON, August 25th.

Admiral De Robeck was seriously injured in a motor accident in Lanarkshire yesterday afternoon.

He sustained a fractured skull and was taken to the hospital unconscious.

RUSSIA.

U.S. SENATORS VISIT GOLD AND PLATINUM WORKS.

Moscow, August 25th.

Three United States Senators who are present in Russia are visiting the gold and platinum works at Ekaterinburg in the Ural mountains.

INCREASE IN EXPORTS.

The vic Authorities announce that exports from Petrograd are increasing daily, and now exceed the imports.

MOROCCO CAMPAIGN.

MALAGA MUTINEERS ARRESTED.

Madrid, August 25th.

The Minister of War states that all the ringleaders of the mutineers at Malaga have been arrested and imprisoned.

INSURGENT'S COAST LINE BOMBARDED.

Madrid, August 25th.

Military operations, with naval co-operation on a large scale, are being undertaken with the object of dispersing the rebels who are besieging Tifaraum. Two battleships, one cruiser and three destroyers, with several aeroplanes yesterday bombarded the enemy's coast encampments and a warship, and apprehended a boat containing among others three Frenchmen who were taken into custody.

EARLIER CABLES.

Madrid, August 24th.

An official statement declares that three hundred troops who are remaining at Malaga are now embarking. The majority have voluntarily reported at headquarters.

LATEST CABLES.

FRENCH TORPEDO AEROPLANE.

Paris, August 25th.

The first torpedo aeroplane for the French Naval Air Service has completed its trials.

The aeroplane is propelled by a 600 horse-power motor, and the torpedo, weighing 1,540 pounds, is suspended under the fuselage.

RECORD AEROPLANE CLIMB

Paris, August 25th.

The aviator Drouhin climbed 11,380 feet at Toussausenoble in a fourteen horse-power Aviette. This is a record.

FOREIGN EXCHANGE MARKET.

FRANCS CONTINUE TO IMPROVE.

London, August 25th.

Franco continue to improve. French francs to-day are quoted at 80.32 and Belgian at 80.92.

OBITUARY.

KATE DOUGLAS WIGGIN.

London, August 25th.

The death is announced of the American authoress, Kate Douglas Wiggin (Mrs. George Christopher Riggs).

[Mrs. George Christopher Riggs organised the first free kindergarten for the poor on the Pacific coast. Among her numerous publications are Timothy's Quest; Polly Oliver's Problem; A Summer in a Canon; The Story of Patsy; The Republic of Childhood and Mother Carey.]

EARLIER CABLES.

THE WRANGLER ISLAND DISPUTE.

Moscow, August 24th.

The Russian Foreign Office has handed Mr. Petres, the acting head of the British Trade Delegation, a third Note, as the notes of May 24th and 28th have not been answered, protesting against "the violation of Russian territory" by the explorer, Stefansson, at Wrangel Island, where he has raised the British flag on behalf of Canada.

"LAURENTIC" SALVAGE ALMOST COMPLETE.

BULLION VALUED SEVEN MILLIONS RECOVERED.

London, August 24th.

Salvage operations have been practically completed on the *Laurentic*, sunk off Lough Swilly in 1917. Seven million sterling's worth of bullion have been recovered and only a few bars of gold remain.

BRITISH FORCES LEAVING NEAR EAST.

London, August 24th.

Steps are being taken immediately to evacuate the British forces in Constantinople. Simultaneously the Atlantic Fleet warships at present in the Mediterranean will be returning to England.

THE UNITED STATES AND MEXICO.

Washington, August 24th.

It is stated that the White House that the Government is not prepared formally to announce the resumption of diplomatic relations with Mexico until towards the end of September.

THE REPARATIONS QUESTION.

GERMAN PREMIER'S COMMENTS ON THE FRENCH NOTE.

Berlin, August 24th.

Herr Stresemann in a speech declared that the Government stood by its predecessors in the Reparations offer.

The speech was in the nature of a reply to the French Note. Herr Stresemann declared that for the liberation of German soil, the maintenance of sovereignty and consolidation of their position, it was not too great a sacrifice to offer part of the German economic system as a productive pledge.

He dwelt on the necessity for normal conditions in international commerce, and said such a possibility had been opened in the last British publication. M. Poincare had also indicated a practical solution by claiming positive pledges in the form of the German railways, customs and control of the German economic system, but Germany refused to accept even the temporary pledging of the Ruhr or transfer of her railways and collieries, as France suggested. Herr Stresemann accepted with satisfaction M. Poincare's declaration that he was not pursuing political aims nor ideas of annexation, but this declaration was incompatible with his proposed solutions, because these would actually mean special treatment economically and politically, for the Rhine and the Ruhr. He concluded: "It would be political dilettantism if Germany based her policy on the division of the Allies. On the contrary, she hoped a way would be found to satisfy the just claims of the Allies, simultaneously assuring Germany the possibility of future development."

AMERICAN OPINION.

New York, August 24th.

Commenting on the French Note, the majority of the morning papers consider the door is still open for further conferences between M. Poincare and Mr. Baldwin.

MR. BALDWIN LEAVES FOR FRANCE.

Mr. Baldwin has departed for Paris en route for Aix les Bains.

MR. LLOYD GEORGE'S VISIT TO AMERICA.

WANTS TO LEARN "HOW TO DO THINGS."

New York, August 24th.

Sir Alfred Cope has arrived to make arrangements for Mr. Lloyd George's visit. He denied that the visit was connected with politics and said the ex-Premier would probably deliver only one or two speeches, none of which would be for money. He declared that Mr. Lloyd George wishes to go to America because the Americans are teaching the world how to do things. The ex-Premier will also visit Canada.

THE IRISH ELECTIONS. REPUBLICAN PROGRAMME.

London, August 24th.

The Republican programme, issued on the eve of the election in Ireland, is a catalogue of fair promises, *inter alia*, of justice, brotherhood, abolition of murder gangs, safeguarding of life, liberty and property, religious and political toleration, wiping out of all internal dissension and bitterness, ending of unemployment by remunerative works and development of industries, provision of workers' houses, restoration of the Irish language to its rightful place, and finally an offer to England of peace, based on the sovereignty and integrity of the Irish Nation. There is also an offer to north-east Ulster of peace based on such a measure of local autonomy as is consistent with the unity of Ireland.

THE UNITED STATES AND EUROPE.

Memphis, August 24th.

Mr. Underwood, the probable Democratic candidate for the presidency, in a speech urged America to take a hand to bring order out of the European chaos. He expressed the opinion that the present tariffs were obstructing the flow of European trade to America, and declared that protection was no longer necessary for the development of American industry.

THE MINERS' STRIKE IN AMERICA.

MEN ALLOWED TO PREVENT FLOODING.

Atlantic City, August 24th.

The miners' union, in the anthracite district of Pennsylvania, has authorized four thousand men to remain at work to operate the pumps and prevent flooding when the strike becomes effective on September 1st.

LATEST CABLES.

WORLD OF SPORT.

FOOTBALL.

CHINA v. AUSTRALIA SECOND TEST.

Sydney, August 25th.

Played at Newcastle, the second test China v. Australia, resulted in a win for Australia by four goals to three.

TENNIS.

AMERICAN DOUBLES CHAMPIONSHIP.

Brookline, August 25th.

In the final of the American Doubles Lawn Tennis Championship, Tilden and Norton defeated Williams and Washburn by 3-6, 6-3, 6-3, 5-7, 6-2.

The latter couple defeated the Australians Anderson and Hawkes in the semi-final by 7-5, 2-6, 6-2, 6-1.

MIXED DOUBLES CHAMPIONSHIP.

Brookline, August 25th.

Tilden and Mrs. Mallory retained the mixed doubles championship, defeating Hawkes and Miss McKane, 6-3, 6-2, 6-1, 10-8.

WOMEN'S TOURNAMENT FINAL.

In the final of the Women's Tournament, Mrs. Mallory defeated Miss McKane by 6-2, 6-1.

AMERICA v. BRITAIN.

Brookline, August 24th.

In the Women's Invitation Lawn Tennis Tournament, which is largely America versus Britain, Mrs. Mallory beat Mrs. Beaumont in the semi-final by 6-4, 6-0. She meets Miss McKane in the final to-morrow.

[Brookline is a suburb of Boston, on the Charles River, which separates it from Cambridge and Boston.]

EARLIER CABLES.

HOME CRICKET RESULTS.

GOOD FIGHT BY SURREY.

London, August 24th.

At Birmingham, Middlesex defeated Warwickshire by an innings and two runs. Middlesex compiled 333, Hendren contributing 90 and Allen 70.

Derbyshire beat Leicestershire at Derby on the first innings. Leicester in their first knock scored 139, Horsley taking 6 for 49.

Somerset beat Essex at Taunton on the first innings. Essex in their first knock compiled 153, Bridges taking 6 for 50.

Somerset scored 189 in their first innings. McBryan contributing 101, Hipkin taking 5 for 57.

The match at the Oval between Surrey and Yorkshire was drawn. Surrey in their first innings scored 360, the highest total of any county against Yorkshire this season.

At Hastings, Sussex beat Lancashire on the first innings. Sussex in their first knock scored 129, Parkin taking 5 for 42 and R. Tyldesley 5 for 61.

Gloucester at Southampton beat Hampshire on the first innings. Hants in their first knock compiled 147, Hammond taking 6 for 59.

FINN ATHLETE BREAKS TWO RECORDS.

Stockholm, August 24th.

The Finnish athlete Nurni has established two running records, covering a mile in four minutes ten and two fifths seconds, and three miles in fourteen minutes eleven and one fifth seconds.

THE SOUTH MANCHURIAN RAILWAY LOAN.

The prospectus of this loan was issued under the joint auspices of the Westminister Bank, Ltd., Hongkong and Shanghai Banking Corporation, and the Yokohama Specie Bank, Ltd. The loan was one of £4,000,000 5 per cent. sterling bonds of the South Manchurian Railway Co., Ltd., at the price of 88 per cent. Principal and interest on the bonds are unconditionally guaranteed by the Imperial Japanese Government, interest being payable January 15th and July 15th. They are repayable on July 15th, 1943, but the company has the right, on and after July 15th, 1933, to redeem at par the whole, or part by drawings on giving six months' notice, or by purchase if the price is below par.

The proceeds of the issue are to be applied to the improvement of the existing railways in Manchuria, to the completion of equipment in harbours and collieries, to increase in locomotive and rolling stock, extension of electric undertakings, gas works, etc.

In view of the present condition of the money market, remarks a London contemporary, it may be said that, though the loan possessed many attractive features, the moment was not quite so favourable as two months back, and the flotation was for the considerable amount of £4,000,000. It is satisfactory to record, therefore, that the list of applications was closed at 2.30 p.m. on the day of issue, and that the underwriters were relieved of their commitments. Those who have applied have got an investment which yields between 5 per cent. to 8 per cent. according to the date of redemption. The price of the scrip is 1 discount.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

"THE MERRY BANDIT."

Peking, August 25th.

ITALIAN CATHOLIC CHURCH BURNED. The Italian Legation states that according to the news reaching the Legation from Luohokow, North Hupeh, the bandits have burned the Italian Catholic Church at Zehaw (Tzeho). They also attempted to seize Father Lolla who succeeded in escaping.

The Italian Minister has addressed a strong Note to Dr. Wellington Koo, the Foreign Minister of China, of protest against this new attempt against foreigners in China, who are guaranteed protection by the Treaty, which the Chinese Government is unable to secure.

The Italian Minister declares that he holds the Chinese Government responsible for this new offence, and has made a reservation asking for indemnity in proportion to the damages caused by the bandits in their latest raid.

MILITARISTS ACTIVE IN HUPEH.

Peking, August 25th.

It is reported that the Military Authorities and the Tchuang of Hupeh have provided a large supply of arms and ammunition to Chao Heng Ti under orders from General Wu Pei Fu.

The Government has received a report from Tan Yen Kai stating that he has inaugurated a provincial administration at Hangchow and also that he has wired the Provincial Assembly of Hunan to move from Changchow to Hengchow.

Chao Heng Ti has protested to Tan Yen Kai against the illegal action.

DISORDER AT AMOY.

JAPANESE MARINES LANDED. A belated telegram from Amoy reports the landing of 50 Japanese Marines on account of disorder in the city.

POSITION AT CHUNGKING.

Peking, August 24th.

The Kweichow General Chow Hsing-ching's troops occupied the right bank of the river opposite Chungking on the 21st inst.

On the following day, General Yang's troops were falling back on Chungking, which is already being evacuated by the Northern forces.

Chungking is expected to be capitulated within a week.

BRITISH TROOPS FOR NORTH CHINA.

Malta, August 25th.

The troopship *Egypt* has left Chania for Malta. It is believed that the Second Royal Sussexes are aboard, and that they will be given a rest at Malta before proceeding to North China.

CHINESE RAILWAY GUARDS.

BRITISH PROPOSALS DISCUSSED BY JAPANESE CABINET.

Tokyo, August 24th.

The Cabinet to-day discussed the British proposal regarding Chinese railway guards. It is reliably stated that a decision has been reached to recommend to the Diplomatic Corps at Peking that responsibility for the superintendence of the Central Bureau should be in Chinese hands only, with a foreign adviser. Further, that care should be taken to see that the expenses and salaries of the guards are paid from the revenues of the railways. It is further suggested that the system of guards should be first tested on the most important lines of communication.

Hearing of the critical condition of the Premier whose death has since been reported, the Cabinet, after discussing this matter, immediately adjourned.

PROBABLE JAPANESE POLITICAL CHANGES.

An official announcement regarding the death of the Premier together with the appointment of Baron Uchida as Acting Premier is expected.

The Regent, who is at present at Karuzawa, is returning to Tokyo to-morrow (August 25th) when Baron Uchida will be formally installed.

The present Cabinet is expected to carry on till after the funeral of Admiral Baron Kato, when the long anticipated changes in the Government will probably occur.

CHINA'S FINANCES.

SUGGESTIONS REGARDING ACTIVITIES OF PROPOSED CONFERENCE.

London, August 25th.

In the course of a series of articles on China's finances, the *Reynoldist* urges the prompt elaboration of Sir R. McNeill's statement cabled on August 1st.

The newspaper declares that "general measures" may relate to an attempt to settle the controversies of North and South, or to minimise China's standing army, but otherwise the inferences are:

1.—Restriction of the work of the conference to an examination of the problem of loans.

2.—That the Consortium is satisfactorily progressing regarding negotiations for the unsecured debt, and the conference should deal with the selection and recommendation of other uses for the surplus.

With regard to the abolition of coast trade duties and other constructive and administrative reforms, the *Economist* points out the smallness of China's debt in relation to the population and the lightness of Chinese taxes. On the other hand, in relation to the country's financial resources as at present administered, the debt is so big that it is unmanageable without foreign assistance.

The newspaper concludes by saying that in its opinion the consequences of this step by the Powers are not likely to be of a neutral character. They are much likelier to be very good than very bad.

[In the House of Commons on August 1st replying to Sir Howard Bury Mr. McNeill said that the Governments concerned in China were agreed in principle as to the establishment of a railway police force under foreign officers. A scheme was now being elaborated at Peking in order that its adoption might be pressed on the Chinese Government. The suggestions that a conference on the Customs matter and the abolition of loans, to be held three months after the ratification of the Washington Treaty by the Powers concerned, should frame general measures for the recovery of China, had been rejected after full and careful consideration, and it was similarly decided not to summon a special conference of the Powers for a like purpose. He agreed that it was vitally important that some decision should be reached by the Powers in order to prevent China descending into a slough of despond.]

[FROM THE "DAILY BULLETIN."]

POLICING OF CHINA'S RAILWAYS. VIOLENT ANTI-BRITISH CAMPAIGN.

Peking, August 22nd.

Many of the vernacular papers are carrying on a violent anti-British campaign with reference to the policing of the railways.

The *Peking Daily News* asserts that the British long-desired control of the Chinese railways "scheme had all been matured and was only waiting an opportune moment to spring it on China and the world when the Linchew affair gave the British their desired opening. British interests are using the Diplomatic Body as a hood to achieve their cherished object."

Such statements, though obviously foolish, are unfounded, but it is feared that they may cause an anti-British feeling among the uneducated masses.

Some of the vernacular papers suggest an anti-British instead of an anti-Japanese boycott.

Some Japanese, apparently, are fostering these ideas by opposing the "British" plan, and the Japanese journalists yesterday passed a resolution against the demands for policing the railways, which really is still a matter of secrecy, and has not yet been agreed upon, far less presented to the Chinese Government.

A captain of the Canton Merchant Volunteers was ambushed and assassinated last week at Ko Tong Hui. The name of the victim was Keng Kwei-chiu, the junior partner of a store. Accompanied by two employees he was on his way to Shantung to make purchases for the firm when he was attacked. Six shots were fired at him by men armed with Mauser rifles and he was instantly killed.

A European lady, Mrs. Coombs, wife of Mr. K. Coombs, superintendent of the Municipal Workshop at Peking, was killed in a motor accident. The car, while returning to town at 11.30 at night, met another car coming from the opposite direction. It is supposed that there was a slight impact and that the lady jumped out. Her dead body was found under the car at the bottom of a ravine. Two European gentlemen, one of whom was driving, were not injured and the car did not overturn.

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 28th Aug. ... Marseilles, L'Anvers, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class £29. - 2nd Class £22.
 "B" Class Steamers ... 1st Class £24. - 2nd Class £16.
 "C" Class Steamers ... 1st Class £26.

S.S. "C" Class Steamers comprise those of the Cargo type, which have accommodation for a few passengers, but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

(THE BANK LINE, LTD.)

(Tel. Central 7507)

HOLYOAK, MASSEY & CO., LTD., CANTON.

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BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "ANTILLOCHUS" ... via Suez Canal ... 15th Sept.
 S.S. "BELLEROPHON" ... via Suez Canal ... 15th Sept.
 S.S. "CITY OF BAGDAD" ... via Suez Canal ... 25th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

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MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Arr. at Hongkong, land Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
PAUL LECAT	—	—	3rd Sept.
ANDRE LEBON	—	—	17th Sept.
AMBOISE	27th July	30th Aug.	1st Oct.
CORDILLERE	10th Aug.	11th Sept.	14th Oct.
ANGERS	24th Aug.	25th Sept.	29th Oct.
ORILLI	7th Sept.	9th Oct.	12th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... 25. 0s. 0d. B CLASS (1st Class) ... 23. 0s. 0d.
 STEAMERS (2nd " " ... 23. 0s. 0d. STEAMERS (2nd " " ... 21. 0s. 0d.)

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. C. P. "LECOCC" loading for HAVRE, ANTWERP & DUNKIRK, about end Sept. and may eventually call at Valencia, Alger, Casablanca, Bordeaux, Rotterdam, (if sufficient inducement offered).

Also through Bill of Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3)

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Pass in waterrooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 or 10 Days).

* HAIPOONG ... Capt. Ellis Walker ... Tuesday, 28th Aug. at 1 p.m.
 * HAICHING ... Capt. J. S. Thomson ... Friday, 31st Aug. at 2 p.m.
 * Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARPAK & CO.,

General Managers

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JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

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THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

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Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES
 STRAITS, JAPA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
 DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

S.S.	Year	From Hongkong (about)	Destination
"MACEDONIA"	11,089	7th Sept.	B'way, Mars, Gib, L'don & A'worp
"SICILIA"	6,813	18th Sept.	"Poore, Penang, Colombo & Bombay.
"DONCOLA"	8,082	21st Sept.	Mars, Gib, London & Antwerp.
"MANTUA"	10,902	24th Oct.	B'way, Mars, Gib, L'don & A'worp.
"SOUDAN"	6,806	17th Oct.	S'pore, Penang, Colombo & B'way.
"KARMALA"	9,098	18th Oct.	Mars, Gib, London & Antwerp.
"CALEDONIA"	7,632	2nd Nov.	do.
"NELLORE"	6,853	4th Nov.	do.
"MALWA"	10,941	16th Nov.	do.
"KALYAN"	9,062	30th Nov.	B'way, Mars, Gib, L'don & A'worp.
"SOUDAN"	6,806	13th Dec.	S'pore, Penang, Colombo & B'way.
"DEVANKA"	8,093	14th Dec.	Mars, Gib, London & Antwerp.
"KAISAR-I-HIND"	11,430	29th Dec.	B'way, Mars, Gib, L'don & A'worp.

1924.

"MACEDONIA" ... 11,089 ... 25th Jan. ... (Marseilles & LONDON via Usual Ports of Call)
 "KASHGAR" ... 8,840 ... 8th Feb. ... do.
 "MOREA" ... 10,511 ... 22nd Feb. ... do.
 "KARMALA" ... 9,098 ... 7th March ... do.
 "NALDERA" ... 13,993 ... 21st March ... do.
 "DELTA" ... 9,097 ... 4th April ... do.
 "CHINA" ... 7,852 ... 18th April ... do.

BRITISH INDIA - APCAR SAILINGS

"JAPAN" ... 6,052 ... 2nd Sept. ... Singapore, Penang & Calcutta.
 "JANUS" ... 4,824 ... 9th Sept. ... do.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN" ... 4,060 ... 1st Sept. ... (Manila, Thailay, Island, Townsville, Brisbane, Sydney & Melbourne).
 "ARAFURA" ... 6,000 ... 6th Oct. ... do.
 "ST. ALBANS" ... 4,500 ... 3rd Nov. ... do.

Frequent connections from Australia with the following—
 The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"SICILIA"	6,813	29th Aug.	Shanghai.
"TANDA"	6,856	31st Aug. D.L.	Amoy & Yokohama
"KARMALA"	9,098	8th Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	11th Sept.	Moji, Kobe & Yokohama.
"NELLORE"	6,853	22nd Sept.	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FRIED ON ALL STEAMERS.

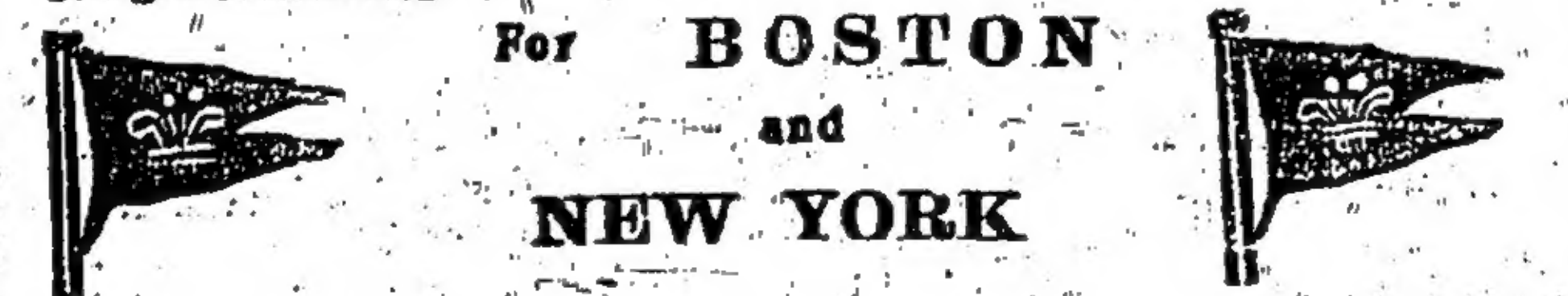
Passengers for Hongkong must depart their own Steamers at Singapore while awaiting the on carrying steamer.
 First Cabin Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and London via the Cape.
 All Cabins are fitted with Electric Fans.
 Parcels Measuring not more than 2 1/2 ft. in any one direction will be received by the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG. (Agents)

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For **BOSTON**
and
NEW YORK

S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED,(Incorporated in Great Britain)
St. George's Building

Telephone: Central 5165 (Incorporated in Great Britain)

Telegrams: (Paraphrase)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" ... Sunday, 16th Sept.

RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon

Singapore, Colombo, Suez and Capetown—Passenger Service.

"CHICAGO MARU" ... Tuesday, 13th Sept.

BOMBAY—fortnightly service via Singapore and Colombo.

"ARGON MARU" (Call at Penang) ... Tuesday, 4th Sept.

"ANDES MARU" ... Thursday, 20th Sept.

SAIGON, HANGKOW, & SINGAPORE—Regular monthly Passenger Service.

"RUSHU MARU" ... Saturday, 1st Sept.

CALCUTTA—Monthly Service via Singapore and Rangoon.

"HONOLULU MARU" ... Wednesday, 12th Sept.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Teatling cargo to OYERLAND PORTS U.S.A. & CANADA—Passenger Service.

"HAWAII MARU" ... Friday, 31st Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Cuban Ports.

"ATLAS MARU" ... Beginning of Sept.

JAPAN PORTS—Kobe, Yokohama via Shanghai.

"HIMALAYA MARU" ... Wednesday, 12th Sept.

KEELUNG via SWATOW & AMOY—Three Steamers have excellent accommodation for 1st and 2nd class cabin passengers.

"AMAKURA MARU" ... Monday, 3rd Sept.

TAKAO via SWATOW & AMOY. ... Thursday, 30th Aug. 10 a.m.

"ROSHU MARU" ... Monday, 3rd Sept.

TAKAO & KEELUNG. ... Monday, 3rd Sept.

"KOYEN MARU" ... Monday, 3rd Sept.

For sailing dates and further particulars please apply to

Central No. 4920. K. BEIMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
WEIHAIWEI, CHEFOO & TIENTSIN	"KUBICHOV"	On 28th Aug. D.L.
SHANGHAI	"SZECHUEN"	On 28th Aug. D.L.
SWATOW & BANGKOK	"KWEIYANG"	On 28th Aug. 4 p.m.
MANILA	"TAMING"	On 29th Aug. 4 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 30th Aug. D.L.
AMOI, SWATOW & SINGAPORE	"KAIYING"	On 31st Aug. D.L.
SHANGHAI & TSINGTAO	"SOOCHOW"	On 1st Sept. D.L.
SHANGHAI	"LUCHOW"	On 4th Sept. D.L.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 4th Sept. D.L.
SWATOW & BANGKOK	"KIANGSU"	On 4th Sept. 4 p.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 5th Sept. 10 a.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wootung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

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(JOHN SWIRE & SONS, LTD.)

Agents

CARGO & "K" CLASS CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila
"CHANGSHA"	—	Sardahan & Aus. Ports

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice-Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Chopaka" ... Due Hongkong 5th Sept.
 U.S.S.B. "West Carmona" ... Leave Hongkong 6th Sept.
 U.S.S.B. "West Carmona" ... Due Hongkong 10th Sept.
 U.S.S.B. "West Carmona" ... Leave Hongkong 11th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO VENEZIA
 SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.

U.S.S.B. "West Farallon" ... Due Hongkong 7th Sept.
 U.S.S.B. "West Farallon" ... Leave Hongkong 8th Sept.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Carmona" ... Due Hongkong 10th Sept.
 U.S.S.B. "West Carmona" ... Leave Hongkong 11th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

1st Floor, Queen's Building,
 Phone Central No. 2005.
 K. A. HEYUM, Res. Agent.

DODWELL & CO., LIMITED**NEW YORK BERTH**For **BOSTON & NEW YORK** via SUEZ

S.S. "BOWES CASTLE" ... sailing on or about 15th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR

LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £86

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.
 S.S. "VENEZIA" ... sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "TRIESTE" ... sailing on or about 2nd Sept.
 S.S. "ROSANDRA" ... sailing on or about end of Sept.
 S.S. "VENEZIA" ... sailing on or about end of Oct.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

POST OFFICE NOTICE

Telegraphic Communication with Gap Rook and Waglan Light-houses is interrupted.

Wireless Communication with Kwong Toheou Wan is interrupted.

INWARD MAILS.

FROM	PER	DATE
AUSTRALIA AND MANILA ...	Victoria	27th Aug.
JAPAN ...	Wakasa Maru	27th Aug.
CANADA, U.S.A., JAPAN, SHANGHAI AND London via New York, 27th July ...	Emp. of Asia	27th Aug.
MANILA ...	Pres. Pierce	28th Aug.
U.S.A., CANADA, JAPAN AND SHANGHAI ...	Pres. Grant	28th Aug.
SHANGHAI ...	Suica Maru	28th Aug.
JAPAN ...	Rangoon Maru	28th Aug.
London (Letters via Brindisi, 31st July) ...	Tanda	29th Aug.
JAPAN ...	Luton Maru	29th Aug.
BOMBAY ...	Nagano Maru	2nd Sept.
London (Parcels only, 1st Aug.) ...	Karmala	7th Sept.

OUTWARD MAILS.

FOR	PER	DATE
Shanghai & Japan ...	Porosua	Monday, 27th, 10.30 A.M.
Swatow ...	Kuakien	1.00 P.M.
Sanshui and Wuchow ...	Kochow	4.30 P.M.
Shanghai ...	Seichow	5.00 P.M.
Wei Hai Wei ...	Kueichow	5.00 P.M.
Straits, Ceylon, Mauritius, L. Marques, South Africa, India via D'Kodi, Bombay & Aden ...	Wakasa Maru	Tuesday, 28th, 9.00 A.M.
Swatow, Amoy and Foochow ...	Haifooing	Noon
Swatow and Hongkong ...	Kueiyang	2.30 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via D'Kodi, Egypt & EUROPE via MARSEILLES—due Marseille, 30th Sept. ...	Suica Maru	Wednesday, 29th, Registration Letters 8.45 A.M. 9.30 A.M.

*Correspondence bearing vessels' names only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"PATROCLUS" 4TH SEPT. Marseilles, London & Rotterdam
 "LYCAON" 17TH SEPT. London, Rotterdam & Hamburg.
 "MENTOR" 24TH SEPT. London, Rotterdam & Hamburg.
 "AGAPENOR" 8TH OCT. London, Rotterdam & Dunkirk.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"YANGTZE" 28TH AUG. Marseilles & Liverpool.
 "AGAMEMNON" 1ST SEPT. Marseilles, Havre, Liverpool & Glasgow.
 "KT. TEMPLAR" 20TH SEPT. Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE

(VIA KORE AND YOKOHAMA).

"ACHILLES" 12TH SEPT. } Victoria, Seattle & Vancouver.
 "PHILOCTETES" 26TH SEPT. }

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(VIA SUEZ OR PANAMA).

"ANTIOCHUS" 5TH SEPT. via Suez and Boston.
 "BELLEROPHON" 15TH SEPT. via Suez and Boston.

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"MENTOR" 1ST SEPT. for Moji, Kobe & Yokohama.
 "PATROCLUS" 4TH SEPT. for Singapore, Marseilles & London.
 "MENTOR" 24TH SEPT. for Singapore & London.
 "TEIRESTIAS" 5TH NOV. for Singapore & London.
 "SARPEIDON" 11TH DEC. for Singapore, Marseilles & London

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
 (John Swire & Sons, Ltd.).

AGENTS.

ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL ... U.S. \$4,000,000.

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

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 Manager.

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司公限有行銀商華

HEAD OFFICE:
 Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. O. LAU,
 Chief Manager.

COMMERCIAL.

OPENING QUOTATIONS.

25th August, 1923.

ON LONDON.—	
Telegraphic Transfer ...	1/2
Bank Bills, on demand ...	1/2 15/16
Bank Bills, at 30 days' sight ...	1/2
Bank Bills, at 4 months' sight ...	1/2 13/16
Credits at 4 months' sight ...	1/2 13/16
Documentary Bills, 4 months' sight ...	1/2 13/16
ON PARIS.—	
Bank Bills, on demand ...	910
Credits, 4 months' sight ...	970
ON NEW YORK.—	
Bank Bills, on demand ...	51 1/2
Credits, at 30 days' sight ...	53 1/2
ON BOMBAY.—	
Telegraphic Transfer ...	169
Bank Bills, on demand ...	169
ON CALCUTTA.—	
Telegraphic Transfer ...	169
Bank Bills, on demand ...	169
ON SHANGHAI.—	
Bank Bills at sight ...	nom.
Private, 30 days' sight ...	nom.
ON YOKOHAMA.—	
On demand ...	104
ON MANILA.—	
On demand ...	102 1/2
ON SINGAPORE.—	
On demand ...	102 1/2
ON BATAVIA.—	
On demand ...	nom.
ON HANKOW.—	
On demand ...	nom.
ON SAIGON.—	
On demand ...	80 1/2
ON BANGKOK.—	
On demand ...	80 1/2
SOVEREIGN, Bank's Buying rate ...	49.40
GOVERNMENT, 100 fine, per tael ...	49.40
BAR SILVER, per oz. ...	38 1/2

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
 Authorized Capital ... \$50,000,000
 Paid-up Capital ... \$30,000,000
 Reserve Funds ... \$24,500,000
 Sterling ... \$24,500,000
 Silver ... \$24,500,000
 Reserve Liability of Proprietors \$30,000,000

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 A. H. Compton, Esq. W. L. Patterson, Esq.
 G. M. Dodwell, Esq. J. A. Plimmer, Esq.
 G. T. M. Edkins, Esq. H. P. White, Esq.

Chief Manager:
 Hon. Mr. A. G. STEVENSON.

Acting Manager: Hongkong—
 Mr. J. M. L. BARNES, Esq.

Manager: Shanghai—G. H. SMITH, Esq.

LONDON BANKERS:
 WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
 Hongkong, 14th June, 1923. [27]

HONGKONG SAVINGS BANK.

THE business of this Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
 INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.
 For the HONGKONG & SHANGHAI BANKING CORPORATION,
 A. G. STEPHEN,
 Chief Manager.
 Hongkong, 14th November, 1922. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
 HEAD OFFICE—LONDON.

Paid-up Capital ... £23,000,000
 Reserve Fund ... £23,000,000
 Reserve Liability of Proprietors ... £23,000,000

FOREIGN EXCHANGE and General Banking business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
 Manager.
 Hongkong, May 8th, 1923. [31]

BANQUE DE L'INDO-CHINE.

PARIS.

Head Office: 94, Boulevard Haussmann, Paris.
 Subscribed Capital ... Frs. 72,000,000
 Paid-up Capital ... Frs. 63,400,000
 Reserve Fund ... Frs. 59,667,283.54

BRANCHES:
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BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSOT,
 Acting Manager.
 Hongkong, July 12th, 1921. [32]

The "Three Castles" Cigarettes



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
 15, Greenchurch Street, London, E.C. 3.

Authorized Capital ... £3,000,000
 Subscribed Capital ... £1,500,000
 Paid-up Capital ... £1,500,000
 Reserve Fund ... £1,500,000

BANKERS

THE BANK OF ENGLAND,
 THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:
 Bangkok, Hongkong, Kuala Lumpur, Rangoon, Bombay, Madras, Shanghai, Calcutta, Ceylon, New York, Simla, Colombo, Karachi, Penang, Singapore, Delhi, Kota Bharu, Port Louis (Mauritius), Galle.

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.
 INTEREST allowed on Current Accounts to 2 per cent per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
 Manager.
 7, Queen's Road Central,
 Hongkong, May 31st, 1923. [30]

THE BANK OF TAIWAN.

LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 60,000,000
 Capital (Paid-up) ... Yen 52,500,000
 Reserve Funds ... Yen 12,180,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
 FORMOSA—Keelung, Kagi, Karsenka, Keelung, Makung, Nanto, Pinan, Shinghua, Taichu, Tainan, Takow, Tamsui, Toiyen, Aka.

CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton, Others—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON COUNTRIES WESTMINSTER AND PARK BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
 Manager.
 Hongkong Branch,
 4, Des Voeux Road,
 Hongkong, 7th September, 1923.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:
 No. 10, Des Voeux Road C., HONGKONG.

Established 1918.
 Authorized Capital ... \$10,000,000.00
 Paid-up Capital ... \$5,000,000.00
 Reserve Fund ... \$500,000.00

DIRECTORS:

Mr. PONG WAI TING, Chairman,
 Mr. Chow Shou, Mr. Huynh Tai, Son,
 Mr. Kan Ying Po,
 Mr. Li Koon Chun, Mr. Mok Ching Kong,
 Mr. Pung Ping Shan, Mr. Wong Yun Tong,
 Mr. P. K. Kwok, Mr. Chan Ching Shek,
 Mr. Kan Chiu Nam, Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po,
 Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:

LONDON, NEW YORK, PARIS, SAN FRANCISCO, SHANGHAI, YOKOHAMA, KOBE, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent. per annum
 For 6 months at the rate of 4 per cent. per annum
 For 12 months at the rate of 5 per cent. per annum

KAN TONG PO,
 Chief Manager.
 Hongkong, February 26th, 1923. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000
 Reserve Fund ... Yen 60,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:

Batavia, Kobe, Soerabaya, Bantam, London, Rangoon, Buenos Ayres, Lyons, San Francisco, Calcutta, Los Angeles, Seattle, Shanghai, Nagasaki, Singapore, Fongtien, Nagoya, Shimoda, (Mukden) Newchwang, Sydney, Hamburg, Osaka, Tientsin, Hankow, New York, Tokyo, Honolulu, Peking, Yunnanfu, Harbin, Rio de Janeiro, Vladivostok, Kai Yuen.

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA,
 Manager.
 19th March, 1923. [39]

NEDERLANDSCH HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital ... F. 100,000,000 F. 23,333,333
 Paid-up Capital ... F. 50,000,000 F. 23,333,333
 Reserve Fund ... F. 19,789,139 F. 21,847,432
 Special Reserve ... F. 22,680,000 F. 21,833,333

Head Office—Amsterdam.

Branches at:
 The Hague—Rotterdam.

Head Agency—Batavia.

BRANCHES:

Bandjoeasin, Macassar, Shanghai, Bandoeng, Medan, Singapore, Bombay, Padang, Soerabaya, Calcutta, Palembang, Soerakarta, Cheribon, Pecalongan, Tagal, Penang, Pontianak, Tjilatjap, Djember, Rangoon, Weltevreden, Kota-Badja, Samarang.

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Bank buys and sells and receives for collection Bills of Exchange, issued by correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

W. H. GROSSEKAMP,
 Agent.

Hongkong, August 14th, 1923. [32]

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$80,000,000.00
 Paid-up Capital ... 16,278,600.00
 Reserve Funds ... 9,629,425.24

HEAD OFFICE—PEKING.

HONGKONG BRANCH—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Co. of New York.

New York Bankers:—The Irving National Bank.

The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities. Special facilities for Home Exchange.

TSUYEE PEI,
 Manager.

Hongkong, September 8th, 1921. [33]

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